

Weekly Aviation Headline News

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New Pairwise Technology Sees Arrival Times and Aircraft Emissions Improved at London Heathrow Airport

NATS' partnership with Leidos UK sees arrivals without any delay increase 6% and overall average delay times reduced by 20%; CO2 emissions reduced by 18,600 tonnes

In December 2024 London Heathrow Airport, one of the world's busiest commercial aviation hubs, began operating a new aircraft separation system, which has been developed jointly by NATS and Leidos UK. In simple terms, the new technology has changed how aircraft spacing in holding patterns for arrivals is calculated. Originally, the space between aircraft was calculated based on a combination of six factors, including the weight of an aircraft and the wake it produces when in flight, and was used as a general guide with little flexibility. The new Pairwise system instead uses the exact characteristics (such as weight, speed, and wingspan) of each aircraft

type, which consequently enables air traffic controllers to reduce the gap between certain aircraft pairs without compromising on safety. The result is extra efficiency, which translates into a small increase in hourly numbers of aircraft arrivals and slightly less time spent in holding patterns. Data released by NATS for the first six months has demonstrated that arrivals with no delay have increased from 17.8% to 24% on a yearly basis. In addition, average arrival delays dropped from 5 minutes 55 seconds to 4 minutes 46 seconds. Beyond this, carbon emissions per flight dropped by about 19%. Consequently, Heathrow has currently become Europe's most

punctual major airport. Pairwise is part of the Intelligent Approach arrivals spacing tool that Heathrow adopted in 2015. That system is based on the evaluation of time-based separation in order to adjust gaps between arrivals according to weather conditions. According to NATS, the system has reduced delays created by headwinds by more than 60% and reduced annual carbon emissions by more than 45,000 tons. "Pairwise was another world first deployment for NATS, and while there are lots of factors that can influence operational performance, these interim benefits paint a very positive picture of the value it is delivering for Heathrow and our airline customers. Our job now is to continue evaluating the tool to understand where we can deliver even greater operational and environmental benefits over the busy summer period and beyond," says Brendan Kelly, Head of Queue and Capacity Management Solutions at NATS. In addition to London Heathrow, the Intelligent Approach has also been adopted at Toronto Pearson International Airport and Amsterdam Schiphol Airport, while in March this year, London Gatwick Airport became the first single-runway airport to adopt the system.

“Making sure passengers arrive on time is fundamental to making every journey better. Working with NATS, we can already see the incremental improvements that Pairwise is helping to deliver. It's no secret that Heathrow is operating at capacity, and innovations like this are a great way to improve punctuality and resilience while reducing our impacts.

Gary Harman, Head of Punctuality and ATM at Heathrow Airport

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AIRCRAFT & ENGINE NEWS
Boeing delivers 48 planes in July, down from 60 in June

Boeing delivered 48 aircraft in July 2025, down from 60 in June but five more than in July 2024. This is the company's highest July delivery total since 2017, when it handed over 58 planes. The deliveries included 37 737 MAX jets, eight 787s, two 777 freighters and one 767 freighter. Of the 737 MAX deliveries, 20 went to aircraft lessors and 17 to airlines. Aircraft deliveries are a key metric for investors because a significant portion of payment occurs at handover. Boeing booked 31 gross orders in July, including 30 for 737 MAX jets and one for a 787. The Republic of Iraq cancelled one 787 order but still has seven outstanding. By the end of July, Boeing had received 699 new orders for the year, or 655 net orders after accounting for cancellations and conversions. The company's order backlog stood at 5,968 aircraft under U.S. accounting standards. Operating conditions for Boeing remain challenging. The company is still stabilising production after safety and quality issues emerged in early 2024. A mid-air panel blowout on a new 737 MAX exposed broader production weaknesses. Despite these setbacks, Boeing continues to deliver steadily and recover lost momentum. Single-aisle jets dominate Boeing's deliveries. The 737 MAX remains the best-selling aircraft in its portfolio, forming the bulk of monthly deliveries and orders. Long-haul aircraft deliveries, including 787s and 777 freighters, remain smaller in number but are critical to maintaining relationships with airlines and lessors. Boeing has not provided annual delivery guidance for 2025. Analysts remain cautious, noting that production issues and safety improvements will influence overall output. Nevertheless, July's figures show resilience, with Boeing surpassing last year's July total and demonstrating that production recovery is ongoing. Overall, while Boeing faces ongoing operational challenges, July deliveries highlight a gradual rebound in output, particularly in its core 737 MAX programme, which continues to drive both sales and revenue growth.

Orders and deliveries – Boeing and Airbus
Airbus v Boeing: Orders and Deliveries

July 2025 YTD (net orders)

Airbus			Boeing		
Type	Orders	Deliveries	Type	Orders	Deliveries
A220	36	46	737	334	246
A320 Family	210	286	767	0	15
A330	75	14	777	79	22
A350	84	27	787	242	45
Total	405	373	Total	655	328

Source: Airbus

Source: Boeing

ATSG delivers second A330 Freighter to ULS Airlines Cargo

Air Transport Services Group, Inc. (ATSG), a prominent provider of cargo aircraft leasing, air cargo transport, and related services, has delivered its second Airbus A330 passenger-to-freighter conversion to ULS Airlines Cargo, based in Istanbul, Türkiye. The A330-300P2F is a wide-body freighter capable of carrying approximately 62 tonnes of gross payload with a cargo volume exceeding 526 cubic metres. This latest delivery was converted from a passenger aircraft by Turkish Technic in Istanbul, in collaboration with Elbe Flugzeugwerke GmbH (EFW), a joint venture between Airbus and ST Engineering, which holds the certification for the A330P2F programme. The delivery marks another step in ATSG's programme to supply modern, fuel-efficient freighters to meet rising global air cargo demand. The company's focus on operational reliability and long-term client partnerships is reflected in its continued cooperation with ULS Airlines Cargo. ULS Airlines Cargo operates both scheduled and charter services across Europe, the Middle East, and Asia. Its fleet expansion with a second A330P2F significantly increases its ability to handle high-volume and long-haul routes. This addition is expected to improve operational efficiency, enhance service reliability, and bolster the airline's capability to meet growing customer requirements. By integrating another A330P2F into its fleet, ULS strengthens its competitive position in the international air freight sector. The aircraft's combination of payload capacity, range, and fuel efficiency supports the airline's strategic growth objectives and ability to adapt to shifting market demands. The collaboration between ATSG and ULS also highlights the role of modern freighter conversions in supporting cargo carriers' sustainability goals, as repurposing passenger aircraft extends the life of existing airframes while offering cost-effective freight solutions. This delivery further solidifies the partnership between the two companies and underlines their commitment to expanding capacity in the global cargo market.



© ULS Airlines Cargo

Cessna SkyCourier joins Mongolia's skies with Hunnu Air

 The Cessna SkyCourier is joining Hunnu Air's fleet in 2026
 © Textron Aviation

The Cessna SkyCourier is set to enter Mongolia's aviation market as charter operator Hunnu Air places the country's first order for the versatile twin-engine turboprop aircraft. The airline has ordered two passenger variants of the SkyCourier, alongside one Cessna Grand Caravan EX, with deliveries scheduled to begin in 2026. This addition aims to strengthen Hunnu Air's domestic tourism and cargo capabilities across Mongolia. Manufactured by Textron Aviation Inc., the SkyCourier is recognised for its adaptability and performance. Its design caters to a range of missions, including air freight, charter services and special operations, making it well-suited to the demands of Mongolia's vast and often challenging terrain. Hunnu Air, established in 2011, is Mongolia's second-largest airline and has played a significant role in enhancing the country's domestic and international air connectivity. The introduction of the SkyCourier reflects Hunnu Air's strategic focus on expanding access to remote areas and boosting tourism by offering VIP operations and improved service to Mongolia's scenic destinations. The aircraft's reliability and capacity are expected to support these goals effectively, providing new opportunities for economic growth through increased tourism and transport services. Globally, the Cessna SkyCourier continues to gain traction, with recent milestones including the first delivery to Air Bravo Corporation in Canada and certification and delivery of a Combi configuration aircraft in Brazil. These developments highlight the aircraft's growing acceptance and versatility across diverse markets, reinforcing its status as a preferred choice for operators requiring dependable performance in challenging environments.

AIRCRAFT & ENGINE NEWS

Lufthansa's restored 'Super Star' to take pride of place in new visitor centre

The former flagship of Lufthansa, the Lockheed L-1649A Super Star, has been meticulously restored to its 1950s glory, complete with its classic livery. In recent weeks, the aircraft underwent a full repaint at Münster/Osnabrück Airport, a task entrusted to Altitude Paint Services (APS). The work was made possible through the generous contribution of Hamburg-based manufacturer Mankiewicz, which provided approximately 500 litres of specialist paint free of charge. One of the most challenging aspects of the restoration was the recreation of Lufthansa's iconic parabolas – the sweeping curves that formed a central feature of the airline's historic design. These were painstakingly reproduced using archival materials and a detailed paint plan devised by the Graphics Solutions department at Lufthansa Technik in Hamburg, ensuring a faithful return to the aircraft's original appearance. This week, the Super Star will be transported by heavy-duty vehicle to Frankfurt Airport. From spring 2026, it will be a centrepiece of the Lufthansa Group's new conference and visitor centre, where it will stand alongside another legend of aviation, the Junkers Ju 52 D-AQUI. The unveiling will coincide with celebrations marking the 100th anniversary of the founding of the original Lufthansa. The Lockheed Super Star holds a special place in the airline's history. Introduced in 1957, it was the first Lufthansa aircraft to offer the exclusive "Senator Class" service, a premium travel experience for long-haul passengers. It was chiefly deployed on the prestigious nonstop transatlantic route to New York. Technologically advanced for its time, the four-engine piston aircraft represented the pinnacle of propeller-driven airliners before the jet age took over. The demanding flights could last up to 17 hours, operating out of Hamburg, which also housed the aircraft's maintenance base. Measuring 35.42 metres in length, with a wingspan of 45.18 metres and a height of 7.12 metres, the Super Star remains an imposing symbol of post-war aviation and Lufthansa's early international ambitions. Its restoration not only preserves a piece of aviation heritage but also offers a tangible link to the golden age of air travel.



Lufthansa Superstar painting

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AIRCRAFT & ENGINE NEWS

Indian carrier Star Air takes delivery of two Embraer E175 jets



Star Air has taken delivery of two Embraer E175 aircraft from Azorra © Azorra

Azorra has announced the delivery of two Embraer E175 aircraft to Indian regional carrier Star Air, marking the start of its first customer partnership in India. The second of the 88-seat, all-economy jets has now arrived in Bengaluru, Karnataka, following the first delivery in April 2025. Two additional E175s are scheduled for delivery over the coming months, completing a lease agreement signed earlier this year. In addition to these new deliveries, Azorra has novated four Embraer E175s on lease to Star Air from Dubai Aerospace Enterprise (DAE), following its acquisition of 49 Embraer E-Jets from DAE in May 2025. The combined additions will support Star Air's transition to larger jet operations, enabling it to expand services and strengthen its presence in India's growing aviation sector. The deliveries are significant for Azorra, representing its first transactions in India and reinforcing its strategy to expand across Asia-Pacific. The lessor sees the deal as a strong vote of confidence in Star Air and the wider Indian aviation market, which is experiencing rapid growth. For Star Air, the E175s align closely with its strategic goal of connecting tier-two and tier-three cities across India. The additional aircraft will allow the airline to scale operations, enhance network connectivity, improve passenger comfort, and maintain cost efficiency. Azorra's activity in Asia-Pacific extends beyond India. Earlier in 2025, it delivered the first of two new Embraer E195-E2 aircraft to Hunnu Air, marking the introduction of the E2 model into Mongolia. The lessor has also delivered seven E195-E2s to Scoot as part of a nine-aircraft lease deal. These moves underline Azorra's growing role in supplying regional and mid-size jets to carriers across the region, while deepening its relationships with operators in diverse and fast-growing markets.

MRO & PRODUCTION NEWS

ST Engineering and SF Airlines launch airframe MRO hub in Ezhou

ST Engineering's Commercial Aerospace business and SF Airlines have officially launched a new airframe maintenance, repair and overhaul (MRO) facility in Ezhou, Hubei, China, through their joint venture, ST Engineering Aerospace (HuBei) Aviation Services. Formed in 2023, the joint venture has focused on planning and designing the facility to deliver high-quality MRO services to SF Airlines as well as third-party operators worldwide. Located within Ezhou Huahu International Airport – China's first dedicated cargo airport with extensive domestic and international links – the facility has been purpose-built to provide both line and heavy maintenance for cargo and passenger aircraft. It initially comprises two hangars, with scope to add four more in response to rising market demand. The first hangar will welcome its inaugural aircraft on August 12, 2025, while the second is due for completion in the second half of 2027. Together, the initial two hangars will be capable of accommodating up to four wide-body or eight narrow-body aircraft at the same time. The new operation will play a vital role in supporting SF Airlines, China's largest freighter airline by fleet size, while also meeting the growing needs of regional and global carriers. Executives highlighted Ezhou's rapid emergence as a logistics and aviation hub, driven by China's leading role in global aviation growth and the broader recovery of air transport markets. The facility currently employs approximately 200 staff, with workforce numbers expected to rise to around 700 as both hangars reach full capacity. Recruitment will be paired with training for skilled technicians, and operations will be enhanced through the use of smart technologies such as robotics and digital systems to ensure efficiency and reliability in service delivery.



The new facility in Ezhou, Hubei, China, has been purpose-built to provide both line and heavy maintenance for cargo and passenger aircraft © AirTeamImages

HAECO begins line maintenance for Cathay Pacific's Airbus A321neo fleet



Cathay Pacific Airbus A321neo © HAECO

HAECO has started providing line maintenance support for Cathay Pacific's Airbus A321neo fleet at Hong Kong International Airport, effective July 1, 2025. This development extends the company's coverage to the airline's entire narrow-body and wide-body fleet, which includes Boeing 747-400F, 747-8F, 777-300, 777-300ER and Airbus A330-300, A350-900 and A350-1000 aircraft. Under the agreement, HAECO will deliver a full suite of services for the A321neo, ranging from maintenance planning and transit checks with release certification to cabin cleaning, cabin upkeep, overnight maintenance up to A-checks, engine on-wing servicing, ground equipment support, exterior washing and rapid aircraft-on-ground (AOG) recovery. The arrangement makes Cathay Pacific HAECO's largest narrow-body customer by flight volume. The collaboration draws on a long-standing relationship between the two companies and benefits from the Centre of Excellence, a joint initiative launched in 2020. This facility uses digitalised planning tools and real-time dashboards to coordinate manpower, tooling, spare parts and equipment, enabling both teams to prepare effectively for scheduled maintenance and respond promptly to AOG situations. The introduction of the A321neo fleet into HAECO's service portfolio comes at a time of significant growth at Hong Kong International Airport. With the third-runway system now fully operational and Terminal 2 nearing completion, the company is well-placed to take advantage of the enhanced capacity while maintaining rigorous safety and operational standards.

MRO & PRODUCTION NEWS

GA-ATS advances Do228 NXT production with new surface treatment process

General Atomics AeroTec Systems (GA-ATS) is manufacturing the new Do228 NXT special mission aircraft in Germany. Many main components, including the wings, are now made in-house. Importantly, GA-ATS has introduced a new surface treatment process called tartaric sulfuric acid anodising (TSAA) during production. Corrosion protection is critical for aircraft. It prevents damage like rust, which can threaten structural safety. Aircraft face extreme conditions, so protecting metal parts is essential. Anodising coatings extend service life, reduce maintenance, and ensure safety. This is why TSAA was chosen for the Do228 NXT. Compared to its predecessor, the Do228 NG, which used chromic acid anodising for wing coating, GA-ATS now uses TSAA. This change reflects modern manufacturing standards and compliance with the EU's REACH chemical regulations. TSAA offers several advantages. It provides strong corrosion protection and excellent adhesion. The process forms a thicker oxide layer, making the coating more robust and resistant to wear. Additionally, TSAA is more environmentally friendly than previous methods, aligning with sustainability goals. Furthermore, the Do228 NXT development involved modernising many aircraft components and updating production processes. This combination of innovation and eco-conscious manufacturing highlights GA-ATS's commitment to quality and safety. After successfully completing TSAA test runs earlier this year, GA-ATS is now incorporating this coating into the Do228 NXT series production. This step ensures the new aircraft benefits from advanced corrosion resistance and environmentally responsible manufacturing. GA-ATS's adoption of TSAA marks a significant step forward. It strengthens the Do228 NXT's durability while supporting greener production practices. This approach underlines the company's focus on blending modern technology with sustainability and aviation safety.



GA-ATS has introduced a new surface treatment process called tartaric sulfuric acid anodizing during production (TSAA)
© GA-ATS

Air India begins retrofit of B787-8 fleet



VT-ANT at Air India hangar in Mumbai before departure to Victorville

© Air India

Air India has started the wide-body retrofit programme for its legacy Boeing 787-8 aircraft. The first plane, VT-ANT, flew to a Boeing facility in Victorville, California in July 2025. Meanwhile, a second aircraft is set to depart in October 2025, with both expected to return to service by December 2025. The retrofit covers 26 B787-8s and is planned for completion by mid-2027. As part of the programme, the aircraft will receive completely new interiors with three classes: Business, Premium Economy and Economy. This includes new seats, advanced inflight entertainment systems, carpeting, curtains, upholstery, lavatories and galleys. In addition, all upgrades will align with Air India's refreshed product and customer experience standards. From early 2027, Air India will also begin retrofitting 13 Boeing 777-300ERs. However, this project, now scheduled for completion by October 2028, has been delayed due to supply chain challenges. Alongside the interior improvements, the airline is implementing a Reliability Enhancement Programme for the 26 B787-8 aircraft. This involves upgrading avionics and other critical systems

to meet the latest industry standards. Furthermore, the process includes analysing maintenance and configuration records, followed by modifications based on Boeing's service bulletins. Ultimately, this work aims to minimise operational disruptions for both Air India and its passengers. In addition, seven of the B787-8s will undergo heavy scheduled maintenance, known as D-checks, at the Victorville facility. This will help ensure the fleet's long-term performance and safety. Meanwhile, Air India's narrow-body retrofit programme for 27 legacy A320neo aircraft, launched in September 2024, remains on track for completion by September 2025. Notably, the addition of a third production line at GMR's MRO in Hyderabad has accelerated progress. So far, 16 A320neos have been retrofitted. The 15th returned to service on 9 August 2025, while the 16th is scheduled for 11 August. The remaining 11 will be finished by September 2025. Consequently, these upgraded narrow-body aircraft, featuring new cabins, are being deployed on key domestic and short-haul international routes, thereby improving the passenger experience across the network.

MRO & PRODUCTION NEWS

Gulfstream opens new Technical Training Center (TTC) in Mesa

Gulfstream Aerospace Corp. has opened its newest Technical Training Center (TTC) in Mesa, Arizona, providing dedicated facilities to expand the local workforce and support its growing global fleet. This is the company's second TTC, following the original facility established in 2015 at Gulfstream's Savannah headquarters. The Mesa TTC spans over 10,000 ft², offering both classroom and lab space for hands-on training delivered by Gulfstream instructors. It is equipped with a Gulfstream G650 fuselage segment and empennage assembly, a G700 engine, a G600 simulator and a G200 aircraft. These resources will support technical skills development in sheet metal work, avionics, mechanical maintenance, and safety training, serving both new recruits and experienced technicians. The TTC complements the all-new maintenance, repair and overhaul (MRO) facility at Mesa Gateway Airport, which opened earlier this year. The MRO has already created more than 300 jobs



Technical Training Center (TTC)

© Gulfstream

To further strengthen the pipeline of qualified technicians, Gulfstream maintains a partnership with Chandler-Gilbert Community College. Through the college's airframe and powerplant (A&P) maintenance technology programmes, students receive Gulfstream-led training at the Mesa TTC in addition to their coursework. This pathway prepares them for full-time roles upon graduation, and Gulfstream has already hired 40 students from the programme. The initiative reflects the company's commitment to developing highly skilled teams to support its expanding operations.

Lufthansa Technik targets A330s for AeroSHARK rollout



AeroSHARK application

© Lufthansa Technik

Lufthansa Technik has begun the process of certifying AeroSHARK for the Airbus A330ceo, marking the first time the drag-reducing riblet film will be applied to an Airbus model. Developed in partnership with BASF Coatings, AeroSHARK has already proved effective on Boeing 777 aircraft. For the A330-200 and A330-300, certification will be achieved through a Supplemental Type Certificate, covering the fuselage and engine nacelles. Andrew Muirhead, Vice President Original Equipment Innovation at Lufthansa Technik, said the A330ceo was selected because of its widespread use and strong potential to deliver global savings in fuel consumption and emissions. With around 1,000 A330s in service worldwide, the modification offers significant leverage for cost reduction and environmental benefit. The riblet technology imitates the surface of sharkskin, reducing aerodynamic drag, especially in cruise flight. This makes it particularly suited to long-haul operations where small efficiency gains accumulate over many hours.

Lufthansa Technik expects the A330ceo certification to be completed in 2026 after detailed analysis, ground tests and flight trials. AeroSHARK can lower fuel burn and CO₂ output by roughly 1% under normal operations. More savings could follow by extending the treated surface beyond the fuselage and nacelles. Frank Naber, Senior Vice President Global Surface Treatment at BASF Coatings, described the A330ceo project as "a significant step forward" in improving fuel efficiency and cutting emissions in commercial aviation. So far, large-scale AeroSHARK modifications have been installed on 28 Boeing 777s operated by various airlines and one Lufthansa Boeing 747 used as a testbed. Together, these aircraft have logged more than 232,000 flight hours, saved over 13,000 tonnes of jet fuel and cut CO₂ emissions by more than 42,000 tonnes. The retrofit programme continues to expand, signalling growing acceptance of riblet technology as a practical route to sustainable airline operations.

MRO & PRODUCTION NEWS

GA Telesis secures multi-year supply agreement



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GA Telesis, through its Component Repair Group Southeast (CRGSE) division, has entered into a multi-year supply agreement with a leading aerospace manufacturer. The deal guarantees a steady supply of factory-new proprietary components to support the company's global maintenance, repair, and overhaul (MRO) operations. This agreement represents a key development in the GA Telesis Ecosystem™, an interconnected network of resources, expertise, and capabilities designed to deliver end-to-end aviation solutions for airlines, lessors, and operators worldwide. By ensuring long-term access to high-demand components such as fuel system equipment, CRGSE strengthens its ability to provide OEM-quality repairs with exceptional reliability, competitive pricing, and faster turnaround times. Pastor Lopez, President of MRO Services at GA Telesis, described the agreement as "more than a supply agreement" and called it "a strategic enabler" for the GA Telesis Ecosystem™. He highlighted that guaranteed material availability and stable pricing would reinforce the company's position as one of the most capable and responsive partners in the industry, helping customers keep fleets in service and maintain competitive cost per available seat mile (CASM). The deal also positions GA Telesis to compete more effectively with non-OEM alternatives by improving delivery performance and increasing planning visibility across a variety of commercial and regional aircraft platforms. Furthermore, it includes built-in flexibility to respond swiftly to aircraft on ground (AOG) events, a crucial factor in maintaining operational continuity for customers. With this strategic supply partnership, GA Telesis not only secures its access to critical parts but also reinforces its reputation for operational agility and customer-focused service. The agreement supports the company's mission to offer comprehensive aviation solutions, ensuring that operators can depend on both the quality and availability of essential components in a competitive global market.

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Jet2.com opens new multi-million-pound hangar at Manchester Airport

Jet2.com has unveiled a new multi-million-pound hangar at Manchester Airport, a key development to support its operations and future growth. The facility replaces a previous hangar on the site, which was demolished and rebuilt in partnership with technical construction firm TSL, taking exactly one year to complete. The new hangar, located next to an existing Jet2.com facility, spans over 6,300 m². It enables the airline's engineering and maintenance teams to work on up to three aircraft simultaneously within the hangar, and six aircraft across both facilities. This expansion significantly strengthens Jet2.com's in-house maintenance capabilities, allowing for more efficient servicing and turnaround of its fleet. A dedicated Apprentice Training suite has also been included, with workshops and classrooms to support the development of Jet2.com's engineering apprentices. The company currently employs more than 30 apprentices, reflecting its commitment to nurturing talent within the aviation industry. In line with its sustainability strategy, the hangar has been fitted with solar panels on the roof, helping to meet energy requirements and reduce the environmental footprint of the facility.



Jet2.com has officially opened its new maintenance hangar at Manchester Airport
@Jet2.com

MRO & PRODUCTION NEWS

Volo Aero MRO boosts precision repair capacity with advanced CNC lathe

Volo Aero MRO, a specialist in aerospace maintenance, repair, and overhaul services, has announced a significant upgrade to its machining capabilities with the acquisition of a high-performance CNC lathe featuring a 30-inch swing. This investment is aimed at enhancing the company's ability to service CFM56 and V2500 engine components, two of the most widely deployed powerplants in commercial aviation. The advanced CNC lathe will enable the precise tolerance turning of critical components such as seal housings and supports, allowing the company to deliver highly accurate, cost-effective repair solutions. By bringing more work in-house, Volo Aero MRO expects to shorten turnaround times, offering faster and more efficient service to its global customer base. "This investment is a game-changer for our operations," said Andrew Walmsley, President of Volo Aero MRO. "With this advanced CNC lathe, we can perform high-precision repairs on larger and more complex components, particularly for CFM56 and V2500 engines. It's a direct response to our customers' need for faster service and more economical repair options." The lathe's 30-inch swing capacity makes it well-suited for handling large aerospace engine parts. Its precision engineering capabilities will ensure the company can maintain the highest standards of quality and reliability across its repair processes.

LOT Polish Airlines chooses Honeywell avionics for new Boeing 737 MAX fleet

Honeywell has confirmed that LOT Polish Airlines (LOT) will equip its upcoming fleet of 13 Boeing 737 MAX aircraft with its latest avionics systems. The aircraft are scheduled to join the airline in 2026 and will feature advanced cockpit technologies aimed at enhancing pilot situational awareness and improving operational efficiency. The selection reflects the growing importance of integrating cutting-edge avionics into new aircraft to support safety, operational reliability, and passenger experience in an industry experiencing rapid demand growth. Honeywell's systems will provide LOT's flight crews with enhanced tools for navigation, communication, and weather monitoring, aligning with the airline's strategy to maintain its position as a leading carrier in Central and Eastern Europe while continuing to expand its route network. Among the systems to be installed are Honeywell's IntuVue RDR-4000 3D Weather Radar, which offers a detailed and automated depiction of weather conditions along the flight path, and the SmartTraffic TCAS/Mode S, which improves mid-air collision avoidance with advanced algorithms and data-rich displays. The aircraft will also feature Quantum Line Communication and Navigation Radios, designed for scalability and seamless integration with evolving aviation operations, as well as the Honeywell Connected Recorder-25, which supports predictive maintenance and meets enhanced voice recording requirements. LOT Polish Airlines' decision to integrate Honeywell technology is part of a broader modernisation effort aimed at improving both flight safety and efficiency while delivering a superior passenger experience. The move also underscores Honeywell's role in shaping the next generation of avionics technology, providing solutions that can adapt to the evolving demands of the global aviation sector.



LOT will equip its upcoming fleet of 13 Boeing 737 MAX aircraft with Honeywell's latest avionics systems
© Honeywell

FINANCIAL NEWS

Eve Air Mobility secures US\$230 million in dual listing fundraising



© Eve Air Mobility

to BNDES in Brazil. Eve plans to use the gross proceeds from the BDRs to pay for services performed in Brazil, while the remaining net proceeds from the offering are intended for general corporate purposes. These include funding ongoing operations, financing potential acquisitions or strategic investments, and repaying existing debt. Eduardo Couto, Chief Financial Officer at Eve, emphasised that the dual listing in the United States and Brazil supports the company's broader strategy of diversifying its investor base. By attracting stockholders from multiple regions, Eve aims to strengthen its financial position and expand its access to capital to support growth in the emerging UAM market. This capital raise represents a key milestone for Eve as it continues to develop its suite of UAM solutions. The proceeds will enhance the company's ability to invest in technology, operations, and strategic initiatives that accelerate the deployment of its eVTOL aircraft and associated infrastructure, positioning Eve as a significant player in the global urban air mobility sector. The dual listing approach also signals Eve's commitment to engaging with international investors and leveraging financial markets in both North and South America to fuel its ongoing innovation and expansion efforts.

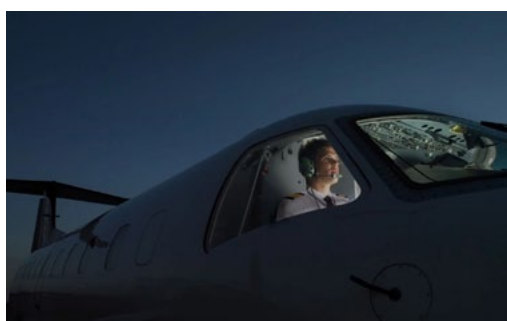
Eve Air Mobility, the Urban Air Mobility (UAM) developer focusing on electric vertical take-off and landing (eVTOL) aircraft, has announced a significant capital raise through a registered direct offering. The company has entered subscription agreements with BNDESPAR, the investment arm of the Brazilian Development Bank (BNDES), Embraer, and other institutional investors to issue and sell 47,422,680 shares of common stock at US\$4.85 per share. The offering includes Brazilian Depositary Receipts (BDRs) subscribed by BNDES, with each BDR representing one share of Eve common stock at a price of R\$26.21. The total gross proceeds from the offering are expected to reach US\$230 million, prior to deductions for placement agent commissions and estimated offering expenses. The transaction is scheduled to close on August 15, 2025. The BDRs have been approved for listing on the São Paulo Stock Exchange (B3) under the ticker symbol "EVEB31" and will be delivered

FINANCIAL NEWS

Spirit AeroSystems to sell Malaysian facility to CTRM

Spirit AeroSystems Holdings, Inc. has announced an agreement to sell its Subang, Malaysia facility and associated businesses to Composites Technology Research Malaysia (CTRM) for US\$95.2 million, subject to standard adjustments. The transaction follows Spirit's earlier merger agreement with Boeing and a subsequent definitive agreement with Airbus, and is expected to conclude in the fourth quarter of 2025, pending regulatory approvals and the fulfilment of closing conditions. The Subang operation is regarded as a leading engineering and manufacturing site, occupying 45 acres within the Malaysian International Aerospace Centre and offering a 400,000 ft² production footprint. It employs more than 1,000 people and provides aero structures assembly, support services and an integrated supply chain. The facility benefits from strategic access to regional material sourcing, competitively priced skilled labour, and scalable production capabilities. Once the deal is completed, CTRM will become a key supplier to Airbus for the A220, A320, and A350 programmes, as well as to Boeing for the 737 and 787 models. This will further strengthen Malaysia's role in the global aerospace supply chain, bolstering its reputation as a competitive manufacturing hub for major

CAE posts higher revenue and earnings in Q1 fiscal 2026



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CAE has reported its results for the fiscal first quarter 2026 ended June 30, 2025. Revenue reached CA\$1,098.6 million, up from CA\$1,072.5 million in the same quarter last year. Earnings per share (EPS) were CA\$0.18, compared with CA\$0.15 last year. Adjusted EPS was CA\$0.21, unchanged year over year. Operating income came in at CA\$133.8 million, representing 12.2% of revenue, and included CA\$14.0 million in executive management transition costs. This compares with CA\$108.6 million, or 10.1% of revenue, last year, which included CA\$25.6 million in restructuring, integration, and acquisition costs. Adjusted segment operating income rose to CA\$147.8 million, or 13.5% of revenue, from CA\$134.2 million, or 12.5% of revenue, last year. The Civil segment posted revenue of CA\$607.7 million, up from CA\$587.6 million last year. Operating income was CA\$99.4 million (16.4% of revenue) compared with CA\$89.8 million (15.3% of revenue) a year ago. Adjusted segment operating income was CA\$107.6 million (17.7% of revenue), versus CA\$106.4 million (18.1% of revenue) last year. Civil delivered eight full-flight simulators (FFSs) during the quarter, with training centre utilisation at 71%. Civil secured CA\$511.4 million in training contracts, including long-term commercial and business aviation agreements, Flightscape airline operations digital solutions, and five FFS sales. The civil book-to-sales ratio was 0.84 for the quarter and 1.27 over the last 12 months, with an adjusted backlog of CA\$8.4 billion. The Defence segment reported revenue of CA\$490.9 million, up from CA\$484.9 million last year. Operating income increased to CA\$34.4 million (7.0% of revenue) from CA\$18.8 million (3.9% of revenue). Adjusted segment operating income was CA\$40.2 million (8.2% of revenue), up from CA\$27.8 million (5.7% of revenue). Defence booked CA\$611.4 million in orders this quarter, for a book-to-sales ratio of 1.25, and 2.08 over the last 12 months. The adjusted backlog ended at CA\$11.1 billion, with CA\$6.0 billion in bids and proposals pending. (US\$1.00 = CA\$1.38 at time of publication).



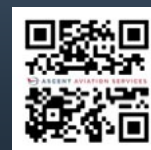
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FINANCIAL NEWS

aircraft programmes. Commenting on the agreement, Irene Esteves, Spirit AeroSystems' Executive Vice President and Chief financial officer, said: "Our agreement with CTRM for the acquisition of this important manufacturing facility ensures a strong future for this business as well as the regional stakeholders in Malaysia. This also marks a milestone in the ongoing acquisition of Spirit by Boeing." The sale is seen as part of Spirit AeroSystems' broader strategic realignment amid its transition into Boeing's ownership, while ensuring that the Subang facility continues to thrive under CTRM's stewardship and maintain its role as a critical contributor to both Airbus and Boeing aircraft production.

AAR acquires Aerostrat to boost maintenance planning software

AAR CORP., a major provider of aviation services to commercial and government operators, MROs and OEMs, has acquired Aerostrat. The deal is worth US\$15 million plus up to US\$5 million in contingent consideration. The move strengthens AAR's software portfolio and enhances the enterprise resource planning capabilities of its Trax subsidiary. Aerostrat is a respected provider of long-range aviation maintenance planning software. Its tools are used by airlines, MROs, and cargo companies. They help automate complex scheduling, ensure production capacity and simplify aircraft allocation. The company's flagship product, Aerros, is designed for long-range heavy maintenance planning. It works with operators and MROs regardless of the ERP system in place. Aerros currently supports more than 5,000 aircraft worldwide. The software is a strong complement to Trax's ERP and line maintenance-focused planning systems. Aerros will now be part of the Trax suite but will also remain available separately. This means it can still operate with any ERP platform, offering flexibility to customers. Andrew Schmidt, Senior Vice President of AAR Digital Services and President of Trax, called the deal "an important step" in advancing next-generation maintenance products. He said combining Aerostrat with Trax will allow more integration and expansion for existing customers of both systems. Elliot Margul, CEO of Aerostrat, said the company has always focused on building reliable and high-quality solutions. He welcomed the chance to join AAR, noting that the companies share values centred on customer needs. He also highlighted the opportunity to work closely with Trax, describing it as "a huge honour" that will help both teams and products reach new levels. The acquisition expands AAR's position in the aviation software sector. It adds proven long-range planning tools to its capabilities, offering greater efficiency and flexibility to operators, MROs, and cargo companies around the world.

Fraport sees passenger and revenue growth despite profit drop



© Fraport

Fraport AG has reported a stronger business performance in the second quarter of 2025, driven by passenger growth across its global network of airports. Over the first half of the year, approximately 77 million passengers used Fraport's Group airports, representing a 3.8% increase compared with the same period in 2024. This growth in traffic contributed to a 7.3% rise in adjusted revenue, reaching €1.9 billion after excluding revenues linked to construction and expansion under IFRIC 12. The Group's operating result (EBITDA) for the first six months was €561.2 million, a marginal decline of 1.0%. Net profit fell more sharply, down 38.7% to €98.6 million, mainly due to one-off effects in the prior-year period, adverse currency movements and the recognition of deferred taxes. Earnings per share for the period decreased to €1.03, compared with €1.63 in the first half of 2024. However, second-quarter performance showed marked improvement. From April to June, EBITDA rose by 8.2% to €383.7 million, supported by higher passenger volumes and improved cash flow. Free cash flow, which stood at -€324.8 million for the first half of the year, turned positive in the second quarter at €28.5 million, a significant rebound from Q2 2024's -€226.9 million. This improvement was partly attributed to the completion of major investment projects at Fraport's airports in Lima and Antalya, which are now beginning to deliver benefits. Passenger growth was broadly positive across the Group's airports. Frankfurt Airport, the company's largest hub, welcomed 29.1 million passengers in the first half of 2025, up 1.4% year-on-year. A 3.1% rise in passenger numbers during the second quarter helped offset the 0.9% decline recorded in the first three months of the year, underlining the recovery momentum at Germany's busiest airport. (€1.00 = US\$1.17 at time of publication).

US\$10 billion Ethiopian Airlines-AfDB airport project takes off

Ethiopia has begun preparations for a US\$10 billion plan to build Bishoftu International Airport (BIA), set to rival the world's largest hubs. The African Development Bank (AfDB) will lead the financing effort, aiming to mobilise nearly US\$8 billion. It will also provide US\$500 million, subject to Board approval. The mandate letter was signed by Ethiopian Airlines Group Chief Commercial Officer Lemma Yadecha and AfDB President Dr Akinwumi Adesina.



Ethiopian Airlines Group CCO Lemma Yadecha (l) and African Development Bank Group President, Dr. Akinwumi Adesina (r), sign a mandated lead arranger agreement authorising the Bank to mobilise up to US\$8 billion in financing for the new Bishoftu International Airport

Ethiopia's Finance Minister Ahmed Shide attended, along with senior officials from Malawi, South Sudan, the Democratic Republic of Congo, Togo, and Zambia. BIA will be located 40 kilometres south of Addis Ababa. Initially, it will handle 60 million passengers a year, with capacity rising to 110 million. Cargo handling will reach 3.73 million tonnes annually. The site will also include an airport city with hotels, shopping malls, leisure facilities, and direct rail and expressway links to the capital. AfDB President Adesina praised Ethiopian Airlines as "Africa's oldest and best airline" and vital for regional integration. He said the project would expand the airline's operational and fleet capacity while boosting Africa's role in global aviation. He also commended Ethiopia's Prime Minister Abiy Ahmed for his rapid transformation of the country. Ethiopian Airlines CEO Mesfin Tasew called the agreement "a decisive step" toward creating a pan-African gateway. The project is expected to enhance intra-African trade, tourism, and connectivity. Groundwork is set to begin in late 2025, with Phase I scheduled for completion by November 2029. AfDB has a strong record in infrastructure finance, having invested over US\$55 billion in the past decade. It has previously backed Ethiopian Airlines with a US\$160 million loan in 2016. The Bank also supports major African projects, such as wind power in Ethiopia and regional railway schemes. BIA will complement Addis Ababa's Bole International Airport, which will keep domestic operations. Together, the two airports will strengthen Ethiopia's position as a key aviation hub for Africa and beyond.

MILITARY AND DEFENCE

Embraer strengthens Lithuanian ties with new aerospace and defence agreements



© Embraer

Embraer has signed a series of memorandums of understanding (MoUs) with eight leading Lithuanian institutions and companies, marking a decisive move towards deepening collaboration in aerospace, defence, and technological innovation. The agreements were concluded with Kaunas University of Technology, Vilnius Gediminas Technical University, Aktyvus Photonics, J&C Aero, Nordic Aircraft Systems, Brolis Defence, DAT, and the Baltic Institute of Advanced Technology. According to Fabio Caparica, Vice President of Contracts at Embraer Defence & Security, these partnerships demonstrate the company's commitment to advancing innovation and strengthening industrial and defence capacities on a global scale. He described Lithuania's rapidly expanding aerospace sector and growing technological expertise as an ideal foundation for Embraer's long-term ambitions in Europe. The MoUs cover a broad range of special-

ised areas, from maintenance, repair and overhaul (MRO) services to engineering, technological development, innovation, and supply chain management. This move is expected to bring new opportunities for collaboration between Lithuanian partners and Embraer's international network, potentially boosting both research capabilities and industrial output. The signing ceremony comes just months after Lithuania's June 2025 decision to acquire Embraer's C-390 Millennium multi-mission aircraft to bolster its defence operations and enhance interoperability with NATO allies. Lithuania now joins a growing list of European nations, including Portugal, Slovakia, Hungary, the Netherlands, Austria, the Czech Republic, and Sweden, which have chosen the C-390 to modernise their air forces.

Poland to upgrade entire F-16 fleet to advanced Viper standard

Poland's Ministry of National Defence has finalised an agreement with the United States to carry out a major modernisation of its fleet of 48 F-16 Block 52+ fighter jets, bringing them up to the advanced F-16 Viper (F-16V) configuration. The deal, set out in a letter of offer and acceptance, will see Lockheed Martin act as the primary contractor for the project, which also includes upgrades to associated flight simulators. The upgrade programme is designed to significantly enhance the operational capabilities of Poland's F-16 fleet, ensuring the aircraft remain a potent and relevant part of the country's air power for years to come. The improvements will keep the fighters fully interoperable with fifth-generation platforms such as the F-35 and aligned with NATO's evolving mission requirements. This initiative forms part of Poland's long-term defence modernisation roadmap, aimed at strengthening national security and contributing to NATO's collective defence posture. It also builds upon a partnership between Lockheed Martin and the Polish Air Force that spans more than two decades. Work will be carried out domestically in cooperation with Wojskowe Zakłady Lotnicze No. 2 (WZL-2), using Polish facilities and technical expertise. This approach is intended to foster local workforce development, expand technical capabilities, and deepen ties between Lockheed Martin and Poland's defence industry. By involving WZL-2 directly, the programme will also create opportunities for technology transfer and sustainment skills within the country. Over the past decade, Lockheed Martin has invested US\$1.8 billion in Poland's defence sector, helping to grow the local supply chain and accelerate delivery of critical systems. The F-16V upgrade further cements this industrial relationship while providing Poland with modernised combat aircraft capable of operating alongside the most advanced air platforms in the world. The result will be a more capable, resilient, and future-ready air force prepared to meet both national and allied defence commitments.



Nick Smythe of Lockheed Martin (l) presents an F-16 model to Deputy Prime Minister and Minister of National Defence Władysław Kosiniak-Kamysz (r)
© Lockheed Martin

OTHER NEWS

easyJet has finished retrofitting FANS-C technology on 54 of its A320- and A321neo-family aircraft. All new deliveries from **Airbus** will now arrive with the system installed as standard. FANS-C, a form of advanced traffic management software, improves collaboration between pilots and air traffic controllers. It allows faster communication, optimised in-flight trajectories and more accurate speed management during all phases of a journey. With European airspace becoming increasingly crowded, delays are a frequent problem. FANS-C tackles this by sending precise trajectory data to air traffic control in a reliable, flexible and secure way. The result is better predictability, fewer holding patterns, faster clearances and more punctual landings. David Morgan, easyJet's Chief Operating Officer, said such technologies are vital for modernising airspace and reducing fuel use, carbon emissions, and noise pollution. He stressed that full benefits require airspace reform, including more direct routing. The UK government has begun redesigning national airspace, but Morgan urged swift delivery of these plans across the UK and Europe. Since its introduction in 2019, FANS-C has saved the airline 1,052 tonnes of CO2 equivalent and 334 tonnes of fuel in Eurocontrol's Maastricht Upper Area Control region. Additional savings are expected as more air navigation service providers upgrade their systems, a requirement across the EU by 2028. The technology forms part of easyJet's wider environmental strategy, launched in 2022, to reduce and decarbonise its operations. This includes investing in new aircraft, improving fuel efficiency, and minimising emissions on the ground and in the air. By deploying FANS-C fleet-wide, easyJet aims to improve on-time performance, cut its environmental footprint, and prepare for a more integrated and efficient European airspace system. With regulatory changes on the horizon, the airline expects its investment to deliver growing operational and environmental gains in the years ahead.

INFORMATION TECHNOLOGY



AirAsia aircraft

© AirTeamImages

GE Aerospace has announced that low-cost carrier **AirAsia** will adopt its Fuel Insight platform to enhance fuel efficiency across the airline's fleet. This move represents a renewed collaboration between AirAsia and GE Aerospace's Software as a Service (SaaS) business, highlighting the reliability and proven benefits of the technology. Fuel Insight will provide the AirAsia Aviation Group, covering all its air operator certificates (AOCs) in Southeast Asia, with a group-wide solution to optimise fuel usage and improve flight operations. By harnessing advanced analytics and tools based on real operational and flight data, AirAsia's operations team will identify opportunities to enhance fuel performance, refine route planning, and reduce unnecessary fuel consumption. These insights are expected to deliver significant cost savings, improve operational reliability, and strengthen sustainability efforts by targeting reductions in avoidable fuel burn. Datuk Captain Chester Voo, Deputy Group CEO (Airline Operations) of AirAsia Aviation Group, described the partnership as "a strategic step forward in strengthening how we manage fuel efficiency across the Group." He emphasised that GE Aerospace's technology allows the airline to make smarter, data-informed decisions, supporting both cost-efficiency and sustainability objectives. This, in turn, enables AirAsia to operate more efficiently while offering competitive fares to passengers. Through this partnership, AirAsia aims to leverage advanced analytics to drive both financial and environmental benefits. The adoption of Fuel Insight underscores the airline's commitment to operational excellence and sustainability, demonstrating how innovative technology can support smarter, greener aviation practices across the region.



© SalamAir

SalamAir, Oman's low-cost carrier, has taken a major step in its distribution strategy by officially launching its services on the **Sabre Global Distribution System** (GDS). This integration allows travel agents using Sabre to book SalamAir flights under the airline's OV code and issue tickets on the OV960 stock in all active Billing and Settlement Plan (BSP) markets. The move marks a significant boost to SalamAir's global visibility. By leveraging Sabre's established market presence, the airline can now connect with a wider network of travel agencies and online travel platforms. This will help international passengers access SalamAir's competitive fares and expanding route network more easily. Currently, SalamAir is available through Sabre in major BSP markets such as Saudi Arabia, the United Arab Emirates, Qatar, Bahrain, Kuwait and Turkey. The rollout will continue over the coming months, adding more BSP markets, including Oman, India, Sri Lanka, Pakistan, and Bangladesh. The Sabre activation also aligns with SalamAir's broader digital expansion strategy. It complements the airline's efforts to improve booking accessibility, enhance customer experience, and strengthen its presence in competitive regional and international markets.

By making its services available on a widely used GDS, SalamAir can better compete for both leisure and corporate travel bookings, expanding its reach beyond direct sales channels. This strategic partnership positions SalamAir to benefit from increased exposure in global markets, greater booking convenience for travel agents, and improved brand recognition among international travellers. It marks another step in the airline's ambitions to establish itself as a key player in the low-cost travel sector across the Middle East, South Asia and beyond.

OTHER NEWS

Hawaiian Airlines will adjust its transpacific network from November. The carrier will boost capacity on routes with strong demand while suspending three underperforming services. Flights between Honolulu and Incheon, South Korea (five weekly), Fukuoka, Japan (three weekly), and Boston (four weekly) will end. Aircraft will be redeployed to strengthen connections between Honolulu and Sydney, Papeete, Los Angeles, and Seattle, as well as to support inter-island services. CEO Joe Sprague said the decision was difficult, especially in Seoul, served for more than 14 years. He cited weak post-pandemic demand from Asia and market challenges in all three suspended cities. He stressed Hawaiian's commitment to Asia through nonstop Japan flights and one-stop connections via Incheon with partner airlines. The changes aim to meet robust international and domestic demand for travel to Hawai'i. Capacity increases include daily Honolulu-Sydney flights, up from five

weekly, between December 18 and January 31. Honolulu-Papeete will grow from one to two weekly flights in March. A fifth daily Honolulu-Los Angeles service will operate in peak periods from November 21 to December 1, and December 19, to January 6. Honolulu-Seattle will see a fourth daily flight from late November to mid-April. Travellers to Incheon or Fukuoka can connect via Hawaiian's twice-daily Honolulu-Haneda and daily Osaka flights, or through partners including oneworld members. Hawaiian will also start nonstop Seattle-Incheon flights five times a week from September 12. Between Honolulu and Boston, passengers can connect daily via Alaska Airlines through Seattle, Portland, San Francisco, or San Diego. Final flights will depart Fukuoka and Boston on November 19, and Incheon on November 21. These network changes will help Hawaiian Airlines deploy resources where demand is strongest, offering more seats on popular routes and maintaining broad access to its destinations.

Ryanair will significantly expand its operations in Albania by opening a new base at Tirana Airport in April 2026, with three Boeing 737-800 aircraft. The move represents an investment of US\$300 million and will create over 3,000 jobs, including 100 new positions for pilots and cabin crew, strengthening the airline's presence in the country. The new base will increase Ryanair's market share in Albania and expand its network across Europe. By the 2026 summer season, the airline plans to operate over 450 weekly flights on 33 routes, including ten new destinations such as Birmingham, Dublin, Milan, Malta, Naples, Pescara, Poznan, Trieste, Turin and Verona. In addition, frequencies on nine existing routes, including Bari, London, Prague, Stockholm and Warsaw, will be increased to meet growing demand. This expansion is ex-

pected to boost passenger traffic to around four million annually, enhancing Albania's connectivity to 13 countries. Ryanair's presence in Tirana will also support tourism, business travel and economic growth in the region, highlighting the country's strategic importance in the Balkans. Over the next five years, Ryanair intends to continue investing in Albania, potentially basing up to six aircraft in the country with a total investment of US\$600 million. The airline anticipates passenger numbers rising above five million per year, more than 20 additional routes being launched, and total job creation exceeding 4,000 positions. With the Tirana base, Ryanair aims to provide a world-class travel experience while supporting Albania's economic development and regional air transport links.

INDUSTRY PEOPLE



Tracey Clark

• GT Engine Services, part of STS Aviation Group, has appointed Chief Operating Officer **Tracey Clark** as its new Managing Director and Accountable Manager, following the retirement of long-serving leader **Greg Macleod**. Clark will formally take on both roles at the end of this week. Macleod has been at the helm for more than 15 years, overseeing GT Engine Ser-

vices' transformation into a respected global provider of engine support. His leadership was particularly instrumental during the company's acquisition by STS Aviation Group in May 2024, when he helped secure a smooth handover and set the stage for continued expansion. Reflecting on his departure, Macleod said, "This is a bittersweet moment for me. I'm stepping away to pursue my dream of travelling the globe, but I'll miss the fantastic team we've built here, and the many customers and suppliers who have become friends over the years. The integration with STS has gone very well, and with the support of H.I.G. Capital, the

AviTrader Publications Corp.
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company is in a strong position to grow. The timing feels right, and I have full confidence in Tracey's leadership moving forward." Clark has worked closely with Macleod during the firm's recent growth phase, bringing extensive operational expertise to her new role. She expressed her appreciation for his guidance, stating, "I've had the privilege of working with Greg for many years, and I'm grateful for his mentorship and trust. We have a strong team in place, a growing global customer base, and a clear strategy to move the business forward. I'm excited to lead GT Engine Services into its next chapter." The leadership transition marks the start of a new era for GT Engine Services, as it aims to build on its established reputation and pursue fresh opportunities in the global aviation engine support market.

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



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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				
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				