

Weekly Aviation Headline News

“ Although this arrest is a positive step, the investigation into this incident is in its early stages and remains ongoing.
National Crime Agency Deputy Director Paul Foster ”



Collins Aerospace Ransomware Attack Causes Major Travel Disruption – Man Arrested

Airports report it may still take several more days for systems to run smoothly after widespread problems experienced across Europe

Last week, airports across Europe were plunged into disruption following a major cyberattack that crippled essential check-in and boarding systems. The incident caused widespread delays, cancellations, and confusion, exposing the fragile reliance of modern air travel on interconnected digital platforms. Initially, automated check-in and boarding systems at several major European airports began to malfunction. Among those worst affected were London Heathrow, Berlin Brandenburg, and Brussels Airport. The affected systems, provided by a third-party aviation technology supplier as reported by Reuters news agency, Collins Aerospace, form the backbone of passenger handling at many airports. Once compromised, the attack spread rapidly across multiple countries. Airport staff were forced to resort to manual processes, meaning check-in was conducted using paper slips, baggage tags were handwritten, and temporary boarding passes were printed from laptops or tablets. While these measures allowed some level of continuity, the lack of digital support created lengthy queues, missed flights, and wide-

spread frustration among passengers. British authorities have since confirmed that a man in his forties was arrested in West Sussex, UK, in connection with the incident. “Although this arrest is a positive step, the investigation into this incident is in its early stages and remains ongoing,” NCA Deputy Director Paul Foster said. Experts have indicated that ransomware played a role in the attack, with evidence pointing to malicious software designed to lock systems until a payment is made. The precise variant remains under examination, but the case illustrates how financially motivated cybercrime can have severe consequences for critical infrastructure. The scale of disruption was largely due to the industry’s dependence on a single supplier’s software. Many airports and airlines across Europe use the same systems for passenger check-in, baggage handling, and boarding. When these systems were compromised, the effects were felt across the continent. This reliance highlights a broader issue in aviation: the risks posed by centralisation. As supply chains and service providers become increasingly interconnected, a single weak

point can trigger widespread collapse. In this case, staffing levels had been optimised for digital efficiency, leaving little capacity to manage manual processes at peak passenger volumes. The timing added to the strain, with some airports handling unusually high passenger numbers due to seasonal events. As queues lengthened and information remained scarce, passengers grew frustrated, with many missing connections or abandoning travel plans altogether. For travellers, the most immediate impact has been the chaos of disrupted journeys—long delays, missed holidays, and business trips thrown into disarray. For airlines and airports, the damage extended beyond immediate losses. The financial costs of cancellations, rerouting, and staff redeployment will be significant, and the reputational harm could linger. The incident has also rattled investor confidence in the aviation sector, raising fresh questions about whether the industry is prepared to cope with sophisticated cyber threats. Calls are growing for regulators to enforce stricter cybersecurity standards and require more robust contingency planning.



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AIRCRAFT & ENGINE NEWS

ATR charts path for revitalising U.S. regional connectivity amid jet retirements

New data presented at the ATR Regional Air Connectivity Summit (RACS), held ahead of the RAA Leaders Conference, show that regional air travel in the United States has reached a turning point. ATR is responding with a solution tailored to the U.S. market, combining efficiency with an enhanced passenger experience to address changing expectations. A study conducted by Georgia Tech highlights that the retirement of the ageing fleet of 50-seat regional jets (RJ50s) is leaving a significant gap in the U.S. air transport network. With around 300 aircraft expected to be withdrawn over the next decade, almost one in ten regional airports could lose all scheduled air services. This trend risks worsening regional isolation, lengthening travel times, and curtailing economic opportunities in underserved areas. "Our research shows that the retirement of 50-seat jets is not simply an airline issue, but a national connectivity challenge," said Dr Cedric Justin, Senior Researcher at Georgia Tech's Aerospace Systems Design Laboratory. "Without a viable replacement, entire communities risk being cut off from the air transport network." Despite the decline of RJ50 operations, the need for regional connectivity remains strong. Seabury Airline Strategy Group's analysis of historical and current networks identifies demand for 200 aircraft, with potential to reopen up to 130 routes. "Routes closed, but demand did not disappear. A modern, efficient 50-seater such as ATR's can unlock considerable value for U.S. airlines and communities," noted Rich Scheff, Managing Director at Seabury ASG. ATR's own research into the travel patterns of 80 million U.S. residents suggests demand for at least 100 additional aircraft. This points to an annual market of 12 million passengers on sub-400 nautical mile routes currently lacking direct services. Overall, the combined findings indicate a total requirement of up to 300 aircraft to meet current and future regional mobility needs. With operating costs up to 30% lower than jets and potential annual savings of US\$2 million per aircraft, ATR turboprops are positioned as a sustainable solution. U.S. carriers are already recognising this: Aleutian Airways has announced plans to introduce ATRs to reconnect Alaskan communities, while JSX has signed a Letter of Intent for up to 25 ATRs in premium configuration. In consultation with U.S. stakeholders, ATR has defined an optimised 50-seat aircraft configuration. It will feature a triple-class cabin comparable in comfort to single-aisle jets, a front passenger door compatible with airbridges, high-speed onboard connectivity, generous cabin baggage space, and a modern cockpit for advanced navigation procedures. "The U.S. regional market is at a crossroad," said Alexis Vidal, Senior Vice President Commercial at ATR. "With 300 regional jets retiring and dozens of communities facing the real possibility of losing air service, this is about more than aircraft. It's about offering a proven, efficient solution to reconnect communities, and grant them a quick access to economic opportunities throughout the country. It's about offering airlines an efficient way forward to unlock untapped demand and open new routes profitably, even with fewer passengers. This is not just about replacing aircraft; it's about revitalising regional America."



ATR sees demand for 300 aircraft in the U.S.

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LATAM Airlines aims to boost South American connectivity with E195-E2 jet order



LATAM Airlines has placed firm orders for 24 E195-E2 jets with 50 purchase options

© Embraer

LATAM Airlines Group S.A. has signed a major agreement with Embraer to acquire up to 74 of the manufacturer's E195-E2 aircraft. The deal includes 24 firm orders alongside 50 purchase options, marking a significant investment in expanding regional and domestic air services across South America. Deliveries of the confirmed aircraft will commence in the second half of 2026, with LATAM Airlines Brazil set to be the first operator. Other LATAM affiliates may also receive the new aircraft in later phases. The acquisition represents a list price value of around US\$2.1 billion for the 24 firm orders. LATAM confirmed that the investment is consistent with its established financial policy, which covers leverage and liquidity metrics. The company emphasised that no changes to this policy will be necessary to support the transaction. The move reinforces LATAM's strategy of sustained, profitable growth over the past four years. The airline group has focused on strengthening its domestic and regional networks, aiming to provide passengers with the most comprehensive travel options within

South America. By integrating the Embraer E195-E2 into its fleet, LATAM will enhance flexibility across its operational hubs, expand its destination map, and improve connectivity for customers. The E195-E2, Embraer's next-generation small narrow-body aircraft, is recognised for its strong operating economics and versatility. It is well suited for regional routes, offering the efficiency to operate in smaller markets while complementing LATAM's larger aircraft on busier corridors. Roberto Alvo, Chief Executive Officer of LATAM Airlines Group, described the order as a natural continuation of the company's growth strategy. He explained: "LATAM group's decision is based on the excellent economics and versatility of the Embraer E195-E2, which will allow us to continue on our path of profitable growth by enhancing connectivity, opening new destinations, and offering passengers more travel options. This will help bring communities closer together, while also fostering economic and social development."

AIRCRAFT & ENGINE NEWS

Qantas launches first Airbus A321XLR flights

Qantas marked a major milestone on September 25 with the launch of its first two Airbus A321XLR aircraft, which entered service on their inaugural commercial flights. The aircraft, named 'Great Ocean Road' (VH-OGA) and 'Outback Way' (VH-OGB), commenced operations between Sydney and Melbourne, and Sydney and Perth respectively. The occasion was notable as Qantas has become the first airline in the Asia-Pacific region, and only the fourth worldwide, to operate the next-generation A321XLR. The arrival of this aircraft type represents a significant step forward in the airline's fleet renewal programme and in its efforts to improve both customer experience and environmental performance. The A321XLR offers a longer and wider cabin than earlier narrow-body aircraft, delivering greater comfort for passengers. Wider seats, higher ceilings, larger windows and fast, complimentary Wi-Fi form part of the onboard enhancements. The aircraft also provides space for around 60 per cent more cabin baggage compared to the Boeing 737s it will replace. In addition, the A321XLR uses less fuel per seat, contributing to a reduction in carbon emissions in line with Qantas' sustainability commitments.

Qantas' fleet of A321XLRs will continue to expand, with a third aircraft due in November and the total growing to seven by June 2026. Looking further ahead, in August the airline announced an additional order for 20 of the type, including 16 configured with lie-flat business-class seats to serve transcontinental routes and selected short-to medium-haul international services. This latest purchase brings Qantas' total A321XLR order to 48 aircraft. The model forms a central element of the Qantas Group's largest-ever fleet renewal programme, which encompasses more than 200 aircraft on firm order, alongside purchase rights with both Airbus and Boeing. This extensive programme provides the flexibility needed to adapt to future growth and evolving passenger demand.



Qantas' first Airbus A321XLR takes to the skies

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AIRCRAFT & ENGINE NEWS

Uzbekistan Airways places 22 Boeing aircraft order



Uzbekistan Airways has placed an order for up to 22 Boeing 787 Dreamliners

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Boeing and Uzbekistan Airways have announced the airline's largest-ever aircraft purchase, confirming an order for up to 22 Boeing 787 Dreamliners. The deal includes 14 firm orders for the 787-9 variant, with options for an additional eight aircraft. This investment will significantly modernise Uzbekistan Airways' wide-body fleet, while Boeing estimates the order will support approximately 35,000 jobs across the United States. The agreement was formalised in New York on the sidelines of the United Nations General Assembly, with the President of Uzbekistan, Shavkat Mirziyoyev, in attendance alongside senior representatives from Boeing and the airline. As part of the event, Boeing also signed a memorandum of cooperation with the Uzbekistan Ministry of Transport. This partnership will explore ways to further strengthen and expand the country's aviation infrastructure and ecosystem, signalling Uzbekistan's ambitions to establish itself as a leading hub in Central Asia. Uzbekistan Airways' Chairman, Shukhrat Khudaikulov, described the 787 Dreamliner family as the cornerstone of the carrier's long-haul operations. He emphasised that the acquisition reinforces both the airline's and the nation's role in global aviation, enhancing connectivity and underpinning long-term sustainable growth. The new aircraft will provide passengers with greater travel opportunities and contribute to the airline's competitive positioning in the international market. The airline was the first in Central Asia to operate the 787, having introduced the 787-8 to connect Europe, Asia and the United States, including a direct service to New York City. With the larger and longer-range 787-9, Uzbekistan Airways will be able to extend its network to new destinations in North America and other long-haul markets. The timing of the expansion is strategic, coming as global air travel demand continues to recover and increase, particularly for international routes.

StarFlight orders Airbus H145 Helicopters

Australian aviation provider StarFlight has confirmed an order for three Airbus H145 helicopters to support emergency helicopter operations for Ambulance Tasmania and Tasmania Police. The new aircraft are expected to enter service in late 2027 and will undertake a wide range of missions across the island state. The order follows StarFlight's recent appointment to deliver emergency air services in Tasmania, marking a significant step in the State Government's modernisation of its airborne response capacity. With this deal, StarFlight also becomes a new customer for Airbus, reflecting the company's expanding role in Australia's emergency aviation sector. The H145 fleet will be based in Hobart and will provide a highly adaptable platform capable of supporting aeromedical transport, search and rescue operations, and aerial law enforcement duties. A decisive factor in the Tasmanian Government's choice was the aircraft's ability to be reconfigured rapidly between mission types, ensuring maximum flexibility to meet diverse operational requirements. Michelle Baxter, Acting Chief Executive of Ambulance Tasmania, stated that the H145 helicopters represent a significant upgrade to emergency air capabilities. She noted that their multirole functionality will enable swift responses to a wide variety of emergencies and that the community will benefit from the enhanced services the aircraft can deliver. Over the next decade, the new fleet is projected to fly approximately 1,500 hours each year, providing critical lifesaving services across Tasmania. Airbus will support the aircraft through its established local network, ensuring the availability of parts and maintenance solutions to maximise performance and reliability.



Image of an H145 helicopter in StarFlight livery

© Airbus Helicopters

Norwegian boosts Boeing order with 30 more 737 MAX 8s



Norwegian has exercised an option to purchase 30 additional Boeing 737 MAX 8 aircraft

© Norwegian

Norwegian has expanded its long-term fleet plan by exercising an option to purchase 30 additional Boeing 737 MAX 8 aircraft, bringing its total firm order to 80. As part of the agreement, Norwegian and Boeing have also revised delivery dates, with the final aircraft now expected to arrive in 2031. The move follows the company's May 2022 announcement of a deal for 50 Boeing 737 MAX 8s, alongside an option for a further 30. By firming up the option, Norwegian is reinforcing its fleet strategy and signalling confidence in its growth trajectory for the coming decade. The revised delivery schedule is designed to ensure a smooth and efficient renewal of Norwegian's fleet, carefully timed with lease expiries and shifting market conditions. This approach gives the airline both flexibility and stability as it aligns capacity with demand. Chief Executive Geir Karlsen described the order as a "milestone" for the airline. He emphasised that the deal was secured on favourable terms, providing Norwegian with both growth opportunities and flexibility. "By exercising the option and adjusting the delivery profile, we maintain flexibility while reinforcing our commitment to operating one of the most modern and fuel-efficient fleets in Europe. These aircraft will not only lower emissions but also provide our customers with an even better travel experience," Karlsen said. The expanded order also reflects Norwegian's enduring partnership with Boeing, underlining its commitment to long-term fleet investment while balancing sustainability, efficiency, and customer satisfaction.

AIRCRAFT & ENGINE NEWS

Royal Thai Air Force commits to Airbus H225 helicopters for SAR and EMS



Royal Thai Air Force's H225M

© Royal Thai Air Force

dedicate them specifically to SAR and EMS duties, reinforcing its readiness to respond quickly to crises both at home and abroad. Integration of the new aircraft will be carried out by Thai Aviation Industries (TAI) under its established partnership with Airbus Helicopters. This ensures the completion work is supported by local expertise, maintaining continuity with the rest of the fleet while contributing to the development of Thailand's aviation industry. The cooperation also builds on Airbus's long-standing ties with the RTAF, which include the use of H135 training helicopters. Air Chief Marshal Punpakdee Pattanakul, Commander of the RTAF, welcomed the acquisition, describing the H225M as "an indispensable asset" over the past decade. He noted that the new helicopters would enhance the air force's ability to serve the Thai people, ensuring effective responses to emergencies ranging from natural disasters to urgent medical evacuations. The contract, which builds upon a decade of collaboration between the RTAF and Airbus, represents a further step in modernising Thailand's air mobility capabilities and ensuring the force remains equipped to meet the demands of both defence and humanitarian operations.

Airbus Helicopters has signed a contract with the Royal Thai Air Force (RTAF) for two H225 multi-role helicopters, a purchase that will broaden the service's capacity in search and rescue (SAR) and emergency medical services (EMS). The agreement reflects the RTAF's commitment to safeguarding national security while also providing rapid humanitarian assistance when needed. The RTAF already operates a fleet of H225M helicopters, first introduced in 2015, which have been deployed in missions ranging from combat search and rescue to troop transport and general emergency response. These aircraft have earned a reputation within the force for their range, endurance, and reliability in demanding conditions. The addition of two more units will allow the RTAF to

Turkish Airlines unveils record Boeing deal amid U.S.-Türkiye talks

Boeing and Turkish Airlines have confirmed a firm order for up to 75 Boeing 787 Dreamliners, the flag carrier's largest-ever purchase of wide-body aircraft from the U.S. manufacturer. The order consists of 35 787-9s, 15 of the larger 787-10 variant, and options for an additional 25 aircraft. Boeing has emphasised that the deal will sustain more than 123,000 jobs across the United States, underscoring its economic importance. President Tayyip Erdogan met U.S. President Donald Trump on Thursday, after which a series of significant announcements were made. According to REUTERS news agency, Trump expressed confidence that Türkiye would agree to halt purchases of Russian oil and signalled that U.S. sanctions on Ankara might be lifted. Such a move could clear the path for Türkiye to resume its planned acquisition of American-made F-35 fighter jets, a deal previously stalled due to diplomatic tensions.



Turkish Airlines orders up to 75 Boeing 787 Dreamliners and commits to more 737 MAX jets

© Boeing

Turkish Airlines further announced its intention to acquire up to 150 Boeing 737 MAX aircraft. Once finalised, this would mark its largest single-aisle aircraft order and, when combined with the Dreamliner deal, effectively double its Boeing fleet. The airline currently operates over 200 Boeing jets, including 787-9s, 777s, 737 MAX aircraft, next-generation 737s, and 777 Freighters. The introduction of the 787-10 will enhance both passenger and cargo capacity while also boosting fuel efficiency on long-haul routes. Key high-demand links from Istanbul to the U.S., Africa, Southeast Asia and the Middle East stand to benefit most. Globally, the 787 Dreamliner family has proven to be a versatile workhorse, with more than 1,200 delivered and over half a million passengers flown daily. Its widespread use underscores the type's reputation as a backbone of modern long-haul operations. With this expansion, Turkish Airlines reaffirms its ambition to remain a leading force in international aviation, while also strengthening its strategic and commercial ties with the United States.

MRO & PRODUCTION NEWS

Acron Aviation opens new MRO hub in Bangalore



Acron Aviation opens a new MRO repair centre in India

© Acron Aviation

Acron Aviation, a provider of cutting-edge pilot training, simulation, avionics and flight data intelligence solutions to the aviation industry, has announced the launch of a new MRO centre in Bangalore, India. This move strengthens the company's commitment to providing high-quality aviation support across the Asia-Pacific region. To begin with, the location is strategic. Situated in Bangalore, the facility offers operators faster turnaround times and direct local support. As a result, airlines can reduce their reliance on overseas repair channels. At launch, the site will focus on the SRVIVR25 safety system, which is essential to onboard safety. However, expansion is already planned. Over the next three years, the scope of services will grow to include recorders, TCAS, and advanced display systems. At the same time, Acron Aviation is pursuing critical certifications. The company is in the process of obtaining DGCA CAR 145 approval. Following this, it intends to secure FAA, EASA, and CAAC certifications. Once achieved, these approvals will allow the Bangalore centre to serve both regional and international customers with globally recognised standards. This ensures that compliance and quality remain consistent across all locations. Ronald Nye, Vice President and General Manager of Aftermarket at Acron Aviation, explained that the new facility is fully integrated with the firm's global repair network. This integration guarantees uniform standards, established processes, and protection of intellectual property worldwide. Furthermore, Nye stressed that the investment directly responds to customer needs, particularly for lower logistics costs, faster repair cycles, and better local support. Looking to the future, Acron Aviation envisions the Bangalore site as more than just a repair station. Instead, it will evolve into a regional hub for engineering, customer success, and field support. With this approach, the facility aims to improve reliability for airlines and operators across the Asia-Pacific. Ultimately, this project reflects Acron Aviation's long-term strategy to combine technical expertise with customer-centred solutions, thereby driving greater efficiency and resilience in the region's aviation sector.

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Satair and Cebu Pacific ink material support deal

Satair, an Airbus Services company and a global leader in the commercial aerospace aftermarket, has signed a long-term agreement with Cebu Pacific, the leading airline in the Philippines. The agreement covers Satair's Integrated Material Services (IMS) solution, which will provide comprehensive expendable material management for Cebu Pacific's entire fleet, including its Airbus A320 family and Airbus A330 aircraft. Under the terms of the agreement, Cebu Pacific will entrust Satair with the responsibility for managing its material supply chain for all expendables covered by the service. The arrangement includes

agreed performance levels to ensure reliable material availability. This strategic commitment highlights the growing partnership between the two companies and is expected to help Cebu Pacific lower both operational costs and capital expenditure while enhancing efficiency. Satair's IMS solution has been developed in close collaboration with Cebu Pacific to suit the airline's specific operational needs. The service will include locally consigned stock and access to globally positioned parts, ensuring a dependable supply of a wide range of expendables. A dedicated Satair team will also be based on-site to work alongside Cebu Pa-

cific's own staff, enabling close day-to-day cooperation and support. Tommy Hughes, Chief Commercial Officer at Satair, said the agreement reflects the strong and evolving relationship between the two companies. He stated, "We are extremely pleased to conclude this IMS agreement with Cebu Pacific, which reflects the strong partnership we are building together. More than just managing materials, this collaboration is about giving their teams the confidence and flexibility to focus on what matters most — keeping their operations running smoothly."

MRO & PRODUCTION NEWS

Vaeridion and Deutsche Aircraft join forces

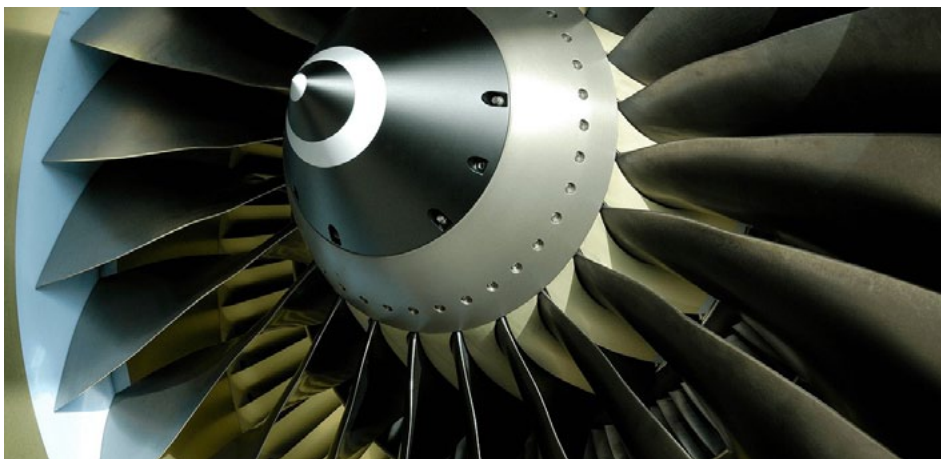
Vaeridion GmbH and Deutsche Aircraft GmbH have signed a memorandum of understanding (MoU). The aim is to explore both technical and non-technical enablers in research, technology and development. The partnership focuses on advancing sustainable regional aviation. The agreement brings together two companies with different strengths. Vaeridion is developing its all-electric Microliner. This is a CS-23 certified commuter aircraft for nine passengers. It is designed for short-haul routes and offers a cost-effective solution for regional connectivity. Deutsche Aircraft is the type certificate holder of the D328. It is also an OEM working on the D328eco®. This 40-seat aircraft is designed to be 100% compatible with sustainable aviation fuel (SAF). Under the MoU, Deutsche Aircraft will support Vaeridion in testing advanced battery systems. This



Markus Kochs-Kämper (l), CTO and Managing Director of Vaeridion and Frederic Fischer (r), Head of R&T of Deutsche Aircraft © Vaeridion

will be done using the UpLift D-CUPL flying test bed, operated by the German Aerospace Center (DLR). Deutsche Aircraft will also provide expertise in structural design, industrialisation and testing for the Microliner programme. The collaboration highlights the complementary roles of both companies. Vaeridion is focused on electric propulsion and innovative commuter solutions. Deutsche Aircraft brings decades of experience in larger aircraft, certification, and industrial processes. Together, they aim to create practical technologies that support the next generation of regional aviation. Both companies are based in the Munich region. They also share a presence at the AirTech Campus in Oberpfaffenhofen Airport. This location strengthens links within the German and European innovation ecosystem. The partnership is also a signal of Bavaria's growing role as a hub for aviation innovation. The agreement reflects a shared commitment to developing new aircraft that connect local communities. It also supports the revitalisation of underserved routes with sustainable, efficient solutions. By combining expertise, Vaeridion and Deutsche Aircraft aim to push forward progress in greener regional air travel.

Chromalloy expands PMA portfolio with new FAA approval for CFM56 engines



Chromalloy has secured FAA approval of CFM56 LPT Vane up-change PMA

© CFMI/CFM56 engine

Chromalloy, a global specialist in turbine engine aftermarket parts, repairs and restoration, has announced that it has received Federal Aviation Administration (FAA) approval for its new "up-change" part number covering the CFM56-5B/7B low pressure turbine (LPT) Stage 1 Nozzle Guide Vane (NGV) PMA. This approval builds on the company's earlier certification in 2021 for the original NGV configuration, offering a solution for the revised design released by CFMI around 2020. According to Chromalloy Chief Executive Officer, Chris Celtruda, this development represents a key milestone in the company's growth strategy. He explained that the approval allows Chromalloy to provide PMA solutions across all configura-

tions of the LPT Stage 1 NGV for CFM56-5B and -7B engines. Celtruda highlighted that this is part of a broader effort to accelerate the expansion of PMA parts and repair capabilities for midlife engines. He also pointed to the company's achievements in 2022, which included FAA approvals for the CFM56 high pressure Turbine Nozzle Guide Vane and the V2500 Select second stage high pressure turbine blade. Chromalloy's PMA parts are designed as high-value, in-stock alternatives to original equipment manufacturer (OEM) components, offering operators reliable hot section restoration options that meet strict FAA standards. The company's investment in engineering and manufacturing has been central to developing these independently sourced solutions, which provide commercial operators with greater flexibility and cost efficiency. The latest FAA approval further strengthens Chromalloy's extensive portfolio of certified components, covering leading engine types such as the CF6-80C2, PW4000, CFM56 and V2500. With more than 60 FAA-approved gas path PMA parts already in service, Chromalloy boasts over six billion flight hours with a proven record of safety and reliability, underscored by the absence of any airworthiness directives to date. By continuing to invest in advanced design, repairs and used serviceable material programmes, Chromalloy reaffirms its mission to support operators with practical and innovative alternatives to OEM-supplied parts. The company's expertise in high-performance PMA components ensures that engine owners, service centres and airlines can benefit from improved overhaul value and long-term operational confidence.

MRO & PRODUCTION NEWS

Satair Chengdu secures first airframe acquisition with CALC deal

Satair, an Airbus Services company, has completed the acquisition of an A319 airframe from China Asset Leasing Company (CALC Tianjin), a wholly owned subsidiary of China Aircraft Leasing Group. The agreement marks the first asset purchase for Satair Chengdu and represents an important step forward in the company's ambition to become a leader in aircraft end-of-life solutions. The aircraft in question, manufactured in 2005 and formerly operated by Sichuan Airlines, will be dismantled by Airbus (Chengdu) Lifecycle Services (ALS). Once dismantled, the high-quality used serviceable materials (USM) will be made available through Satair's global distribution channels as well as those of VAS Aero Services. This ensures the components will be reused efficiently, extending their value across international



Satair Chengdu has completed the first A319 airframe acquisition with CALC

© Satair

A key aspect of the deal is its scope, which includes both the airframe and the engines. ALS will provide CALC with engine services covering the removal, preservation, and storage of the A319's two engines. This arrangement is designed to deliver a fully integrated end-of-life solution, ensuring that all major parts of the aircraft are treated with equal focus on quality and efficiency. Andy Lee, Managing Director for Satair in China, described the transaction as a "significant milestone" for Satair Chengdu. He emphasised that working with an established partner such as CALC, while drawing on the expertise of ALS, would allow the business to strengthen its capacity to meet rising demand for high-quality USM and to support the full lifecycle of aircraft within the global market. For CALC, the transaction represents the beginning of a new collaboration. Donald Liu, General Manager of CALC Tianjin noted: "We are delighted to have completed this transaction with Satair Chengdu. This sale represents a successful collaboration and demonstrates our commitment to working with industry leaders to provide comprehensive and efficient aircraft solutions across the asset's entire lifecycle." The airframe was officially delivered on September 18, with the deal secured by a sale-and-purchase agreement. Both companies see the transaction as the foundation for a long-term partnership that could expand further in the years ahead, reflecting the growing importance of sustainable and efficient end-of-life aircraft management in the aviation sector.

MILITARY AND DEFENCE

Lockheed Martin to upgrade South Korea's F-16 flight simulators



Lockheed Martin demonstrates the realistic training environment and mission capabilities of the F-16 Block 70 full mission simulator

© Lockheed Martin

South Korea's commitment to maintaining a highly capable and technologically advanced air force. Lockheed Martin's F-16 training systems are already used by aviators from 16 allied nations. Since 2001, the company has delivered suites that replicate all key systems, sensors, and weapons for comprehensive training. The simulators can also be networked, enabling pilots to train together in complex, mission-based scenarios. This approach provides affordable, scalable solutions while enhancing operational effectiveness. The F-16V configuration itself represents a significant leap forward. It incorporates advanced avionics, an Active Electronically Scanned Array (AESA) radar, a modernised cockpit, and compatibility with advanced weapons. These features bring the aircraft in line with the latest F-16 Block 70 standards, strengthening the ROKAF's ability to meet current and future mission demands. By upgrading its simulators to match the F-16V configuration, South Korea ensures its pilots benefit from cutting-edge training technology. This not only improves readiness but also ensures long-term alignment with global F-16 operators.

Lockheed Martin has announced a major upgrade to the Republic of Korea Air Force's (ROKAF) F-16 Block 52 flight simulators. The modernisation reflects the advanced capabilities of the upgraded F-16 Viper (F-16V) aircraft and will provide highly realistic simulated environments to help pilots train as they fly. "Maximum accuracy and realism in ground-based flight training is foundational to pilot safety and mission readiness," said Todd Morar, Vice President of Air and Commercial Solutions at Lockheed Martin. "As the manufacturer of all F-16 variants, Lockheed Martin uses the design and software data of the actual aircraft to deliver ground-based training experiences that are nearly identical to those in flight, while maintaining concurrency with the aircraft as technology evolves." The six-year contract will see Lockheed Martin modernise nine simulators at Seosan and Chungju Air Bases to the F-16V configuration. The project will include new equipment, advanced systems integration, and continued support for contractor logistics services. This investment highlights



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FINANCIAL NEWS

AAR reports strong first quarter growth in FY2026

AAR CORP. has reported robust results for the first quarter of fiscal year 2026, which ended on August 31, 2025. Consolidated sales rose by 12% to US\$739.6 million, compared with US\$661.7 million in the same period last year. Sales to commercial customers increased by 11%, or US\$50.4 million, underpinned by double-digit growth in both aftermarket parts trading and new parts distribution within the company's Parts Supply segment. Government sales advanced by 15% year-on-year, driven by higher order volumes in new parts distribution activities. Commercial customers represented 71% of consolidated sales, consistent with the prior year quarter. Net income for the quarter was US\$34.4 million, equivalent to US\$0.95 per diluted share, a sharp improvement from US\$18.0 million or US\$0.50 per diluted share in the previous year's first quarter. Adjusted diluted earnings per share reached US\$1.08, up from US\$0.85 a year earlier. Operating margins strengthened to 8.8% from 6.6%, while adjusted operating margin improved to 9.7% from 9.1%. These gains were attributed to higher volumes and improved profitability in new parts distribution. Selling, general and administrative expenses declined to US\$71.2 million from US\$75.9 million in the prior year quarter. Acquisition, amortisation and integration costs were US\$4.4 million, compared with US\$7.1 million a year ago. Net interest expense remained broadly stable at US\$18.5 million, compared with US\$18.3 million previously. The average diluted share count edged up from 35.6 million to 35.9 million shares. Cash flow used in operating activities totalled US\$44.9 million, compared with US\$18.6 million in the prior year. As of August 31, 2025, net debt stood at US\$950.0 million, with a net leverage ratio of 2.82x.

Air Canada flags softer Q3 on strike impact, cuts 2025 outlook

Air Canada has provided an early look at its third-quarter 2025 performance, signalling a significant hit from August's cabin-crew strike and trimming full-year guidance as a result. For the quarter ending September 30, 2025, the airline now anticipates operating income of CA\$250–300 million and adjusted EBITDA of CA\$950 million–CA\$1.0 billion, well below last year's third-quarter base of operating income at CA\$1.040 billion and adjusted EBITDA of CA\$1.523 billion. Operated capacity is expected to decline by about 2% year on year after more than 3,200 flight cancellations. The strike's financial toll is estimated at a CA\$375 million reduction to both operating income and adjusted EBITDA. This was driven mainly by a revenue impact of CA\$430 million, partially offset by CA\$145 million in avoided costs, largely fuel, and about CA\$90 million in incremental customer reimbursements and labour-related expenses. Management noted that claims processing is ongoing, while wage matters with cabin crew are proceeding to arbitration, ensuring no further disruption during

MILITARY AND DEFENCE

Boeing to relocate Super Hornet Service Life Modification work

As part of Boeing's expansion and transition plans to support future programmes, the company has announced it will relocate its F/A-18 Super Hornet Service Life Modification (SLM) work out of the St. Louis region, with operations there scheduled to conclude in 2027. Boeing is currently assessing multiple sites for the transfer of this work, with case studies underway in San Antonio, Texas, and Jacksonville, Florida. At present, the company carries out SLM activity in San Antonio and in collaboration with the U.S. Navy at the Fleet Readiness Center Southwest in San Diego, California. Additional modification work on the F/A-18 also takes place in Jacksonville. "Our expansion plans across the St. Louis site triggered the execution of a multi-year strategic plan, requiring the relocation of some work," said Dan Gillian, vice president and general manager of Air Dominance, and senior St. Louis site executive. "Given we are already successfully conducting SLM at other locations, this move is logical so we can continue to meet our customers' commitments while ensuring we are well poised for future work." The St. Louis region will continue to play a central role in Boeing's operations. It is home to production lines for the F-15EX fighter, the T-7A Red Hawk trainer, and the MQ-25 carrier-based refuelling aircraft, as well as JDAM and other munitions. In March, the U.S. Air Force confirmed that Boeing will design, build and deliver the F-47 sixth-generation fighter, ensuring that existing SLM team members will be able to support other high-profile programmes. The Super Hornet remains the backbone of the U.S. Navy's strike fighter inventory, and the SLM programme is crucial to maintaining fleet readiness. SLM upgrades aircraft with Block III capabilities and extends service life by 4,000 flight hours. Since the programme's inception, Boeing and the Navy have increased the number of inductions each year, while at the same time improving turnaround times. The work is expected to continue into the mid-2030s, with all Block II Super Hornets eligible for upgrade to Block III standards.



An upgraded SLM F/A-18 Super Hornet departs St. Louis heading back to the U.S. Navy fleet
© Boeing

Boeing and Palantir strengthen defence collaboration



Boeing Defense, Space & Security partners with Palantir
© Boeing

Boeing and Palantir announced a new partnership at the annual Air, Space & Cyber Conference. The two companies will work together to integrate artificial intelligence across Boeing Defense, Space & Security (BDS) operations. The move highlights the growing role of AI in the defence industry and the demand for faster, smarter production systems. BDS will use Palantir's Foundry platform. Foundry applies artificial intelligence to link many different systems under a single interface.

This is important because BDS runs more than a dozen major production lines. These sites produce military aircraft, helicopters, satellites, spacecraft, missiles, and advanced weapons. By using one platform, Boeing can connect these operations and reduce complexity. The new system allows Boeing to handle data in a more unified way. Factories in different locations currently manage information in separate formats. Foundry brings these sources together and creates one clear picture. Managers and engineers can then share insights more easily. They can make decisions faster, improve coordination, and reduce delays. This approach also helps cut waste and raise production speed. Palantir will provide support for classified projects. These projects serve sensitive military missions and require advanced technology. Although details remain secret, the focus is on protecting national security and supporting frontline operations. Both companies describe this work as central to the partnership. Mike Gallagher, Palantir's head of Defense, stressed the importance of speed and innovation. He said that Boeing and Palantir want to deliver strong capabilities that deter conflict and defend the homeland. He explained that this partnership will turbocharge production and bring cutting-edge technology into defence programmes. He also noted that America's rivals are not slowing down, and the United States must stay ahead. This collaboration marks a shift in how aerospace and defence firms operate. Artificial intelligence is now a core tool for manufacturing and mission support. Boeing and Palantir aim to show that merging engineering with data systems can shape future defence programmes and help secure long-term military strength.

FINANCIAL NEWS

that process. Reflecting this disruption and softer bookings, Air Canada has reinstated and lowered its 2025 guidance. It now expects adjusted EBITDA of CA\$2.9–3.1 billion, down from the earlier forecast of CA\$3.2–3.6 billion. Available seat mile capacity growth is revised to 0.5–1.5%, compared with 1–3% previously. Adjusted CASM is projected at 14.60–14.70 cents, and free cash flow between minus CA\$50 million and plus CA\$150 million, narrower than the prior breakeven guidance of plus or minus CA\$200 million. The airline also plans to record roughly CA\$175 million of one-time non-cash pension and other labour-related charges in the third quarter, which are excluded from adjusted measures. The update follows a four-day national strike in mid-August, the first of its kind at Air Canada in decades, which forced a temporary grounding and suspension of earlier guidance. Although operations have since stabilised, demand weakness lingered into September as travellers responded cautiously after the disruption. Reports at the time underlined the expected CA\$375 million hit and the scaled-back growth plans for the remainder of the year. (US\$1.00 = CA\$1.39 at time of publication).

AAR buys ADI in US\$146 million all-cash deal

AAR Corp. has acquired American Distributors Holding Co., LLC (ADI) for US\$146 million in an all-cash transaction funded through its revolving credit facility. The acquisition immediately strengthens AAR's Parts Supply segment by expanding its distribution activities with additional product lines and a wider network of original equipment manufacturer (OEM) relationships. Founded in 1983, ADI has developed into a leading distributor for both commercial and defence customers across the aerospace and defence industries. Employing around 400 staff, the company delivers value-added distribution services, supplying parts and assemblies to its OEM partners. ADI operates from six sites located in the United States, the United Kingdom, and India. For the twelve months ending June 30, 2025, the company reported revenues of US\$149 million and EBITDA of US\$15.2 million. The purchase provides AAR with several strategic benefits. By incorporating ADI's electronics-focused product lines, AAR will broaden its distribution portfolio and gain access to a fragmented but fast-growing market. In addition, the transaction enhances AAR's position with new OEM partnerships and deepens relationships with existing partners. The company has indicated it will leverage its market presence to significantly grow ADI's revenue base. AAR also expects the acquisition to support margin improvements. These gains are projected to come from sales growth, greater operational efficiency, and ongoing business optimisation. The move highlights AAR's intention to consolidate its role in the aerospace supply chain, expand its international footprint, and increase its share of the high-growth distribution segment. The acquisition of ADI reflects a long-term strategy to strengthen both scale and profitability in a sector undergoing significant expansion.

MILITARY AND DEFENCE

Bombardier Defense delivers ninth Global aircraft to U.S. Air Force



The U.S. Air Force has taken delivery of its ninth Global aircraft
© Bombardier

Bombardier Defense has announced the delivery of its ninth Bombardier Global aircraft to the United States Air Force (USAF). The handover took place earlier this month at Hanscom Air Force Base. The event marked the continuation of a long and successful partnership between Bombardier and the USAF. The aircraft joins the USAF's Battlefield Airborne Communications Node (BACN) fleet. Within the Air Force, these aircraft are designated as the E-11A. They are commonly referred to as "Wi-Fi in the sky". The platform plays a vital role in military operations. It provides enhanced situational awareness and secure interoperability by acting as a high-altitude communications gateway. The Global aircraft serving under the BACN programme have been central to operations for nearly twenty years. Their missions bridge voice and tactical data between air and land forces. This capability helps overcome communication barriers caused by mountains, harsh landscapes, or long distances. The aircraft have been deployed worldwide, supporting critical operations where seamless communication is essential. Jean-Christophe Gallagher, Executive Vice President of Aircraft Sales and Bombardier Defense, expressed pride in the milestone. "At Bombardier Defence, we are honoured to see our reliable, high-performing Global aircraft serve the United States Air Force in critical missions worldwide through the BACN programme," he said. He also underlined the importance of trust and co-operation. "We are grateful for the longstanding trust of the U.S. Air Force, and we look forward to continuing to support the operational needs of the United States." The latest delivery underscores Bombardier Defense's commitment to supporting global security. It also reflects the confidence placed in the company's advanced Global aircraft, which continue to provide unmatched reliability and performance in demanding environments.

Embraer Unveils Striking New Livery for KC-390 Millennium

Embraer has revealed a bold new visual identity for its KC-390 Millennium demonstrator aircraft during an event at GOL Aerotech's facilities in Confins, Minas Gerais. This redesign underscores the programme's strong momentum and reflects the tactical transport aircraft's defining qualities of speed, agility, durability, reliability, technology and efficiency. Bosco da Costa Júnior, President and CEO of Embraer Defense & Security, hailed the development as a historic milestone, noting that the KC-390's versatility and



Embraer has revealed a bold new visual identity for its KC-390 Millennium demonstrator aircraft
© Embraer

performance not only enhance the defence capabilities of its operators but also strengthen interoperability among allied forces worldwide. The new livery is intended to boost international visibility and will feature prominently at forthcoming demonstrations abroad before the end of the year. The painting of the demonstrator at GOL Aerotech signals wider potential for customer aircraft to receive similar treatment in future, as well as opportunities for expanding Embraer's production capabilities to meet growing demand. Since its introduction into service with the Brazilian Air Force in 2019, the KC-390 has steadily expanded its footprint. The Portuguese Air Force joined the programme in 2023, followed by Hungary in 2024. In active service, the aircraft has achieved an impressive mission completion rate exceeding 99 per cent, demonstrating outstanding productivity and reliability compared with peers in its class. So far, eleven air forces have opted for the KC-390 Millennium, spanning eight European nations and seven NATO members, cementing its position as a preferred solution for modern tactical airlift requirements. The aircraft's broad international adoption highlights Embraer's success in carving out a competitive edge in the medium transport segment. With its revitalised identity and renewed marketing drive, Embraer is positioning the KC-390 Millennium as not merely a capable tactical transport, but as a symbol of modern defence collaboration in the 21st century.

MILITARY AND DEFENCE

Pratt & Whitney advances turbofan technology for future combat aircraft

Pratt & Whitney (P&W) has successfully completed a critical round of testing on its small turbofan engine family, paving the way for integration into next-generation Collaborative Combat Aircraft (CCA). The tests confirmed that thrust levels on these engines can be significantly increased, strengthening their suitability for advanced military applications. The turbofan family, originally designed for commercial aircraft, is already well established for its reliability, efficiency and high performance. Building on these strengths, the company has unlocked additional capability tailored for CCAs, which demand engines that are compact, responsive and capable of delivering superior manoeuvrability and range. According to Jill Albertelli, President of Pratt & Whitney's Military Engines business, the results demonstrate that the company's existing commercial-off-the-shelf engines can provide up to 20% more thrust than their qualified rating. She highlighted that this approach not only delivers enhanced performance but also allows operators to benefit from reduced cost and weight when applied across multiple unmanned platforms. In addition to thrust expansion, a second phase of testing is currently in progress. This series examines the impact of inlet airflow and pressure variations on engine stability, particularly when engines are embedded within an aircraft's design. Distorted or interrupted airflow has the potential to affect performance, and engineers are deliberately pushing those limits to better understand and predict outcomes in real-world conditions. To support these efforts, Pratt & Whitney is employing a digital twin model alongside physical testing. This combined approach helps engineers analyse airflow behaviour, predict engine performance, and reduce integration risks. By doing so, the company is aligning its programme with cost, schedule and technical requirements, while ensuring that future CCA platforms can be fitted with engines that meet stringent reliability and operational standards.



P&W has completed critical engine testing for Collaborative Combat Aircraft (CCA)

© RTX



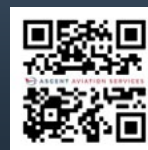
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INFORMATION TECHNOLOGY



United Cargo has selected CargoAi to drive its digital transformation

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United Cargo has announced a new strategic partnership with CargoAi, a prominent digital enabler in the airfreight industry. The collaboration marks a significant step forward in United Cargo's drive to modernise air logistics and deliver a more efficient and transparent digital experience for customers around the world. Through this partnership, United Cargo's full range of domestic and international capacity is now available on CargoAi's digital booking platform. More than 23,000 freight forwarders worldwide will be able to access real-time rates, view bookable capacity, and complete eBookings in a streamlined and user-friendly environment. The integration includes general cargo, express, and perishables without temperature control, providing forwarders with a broad product offering that can be booked more quickly and with greater visibility. The rollout covers a wide network of markets, including the United States (with domestic services), Canada, Ireland, the United Kingdom, Belgium, the Netherlands, France, Switzerland, Germany, Spain, Portugal, Greece and Italy. By making this capacity

accessible online, CargoAi enhances United Cargo's ability to offer a seamless and consistent booking experience across multiple regions and shipment types. This initiative represents an important component of United Cargo's wider digital transformation strategy. By embracing innovation and expanding digital capabilities, the airline aims to simplify logistics for its customers while maintaining high standards of service. The collaboration also underscores United Cargo's focus on transparency, operational efficiency, and customer-centric solutions in an increasingly competitive global freight market. Looking ahead, the partnership with CargoAi positions United Cargo to respond more effectively to evolving industry needs, providing freight forwarders with the agility and tools required to operate in a fast-changing air logistics landscape.

OTHER NEWS

WestJet has announced a major investment in its on-board guest experience with the introduction of a new cabin interior and enhanced amenities. The airline aims to create a cohesive look and feel across its aircraft that previously offered only economy seating. As part of the upgrade, Premium seating will now be added to these planes, while the number of Extended Comfort seats will be significantly increased to meet growing demand. The refreshed cabin design will focus on a modern and comfortable atmosphere. Passengers can expect brighter and airier interiors that include new seats with adjustable headrests, better back and cushion support, and a fixed recline system designed to preserve personal space. Moreover, travellers will benefit from in-seat power outlets, personal device holders, and redesigned galleys and lavatories. These enhancements mark a step towards

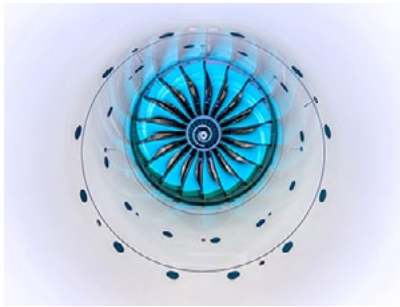


WestJet to invest in guest experience through major cabin reconfiguration

© WestJet

aligning comfort with practicality on every journey. Samantha Taylor, WestJet's Executive Vice-President and Chief Experience Officer, highlighted the purpose behind the redesign. She explained that the cabin has been created to reflect WestJet's warm service while meeting demand for more product variety. Taylor added that the investment demonstrates WestJet's commitment to elevating travel standards for all budgets. The Premium cabin will now include 12 new seats identical to those in the airline's flagship 787-9 Dreamliner fleet. These seats feature ergonomic cushions, reclining backs, and large headrests with four-way adjustment, ensuring a more relaxing experience for premium travellers. Directly behind this cabin, WestJet has positioned the enlarged Extended Comfort section. This area offers 36 seats with additional legroom and will be separated from Economy by a dedicated divider, giving it a distinct feel. Meanwhile, the Economy cabin retains a wide range of seating choices. Guests can select standard seats at the back or opt for those closer to the front with more space. Exit row seating remains available for those who want maximum legroom. Across the cabin, ergonomically contoured seatbacks and cushions will improve comfort while maximising space. To complement these changes, WestJet continues to roll out its high-speed Wi-Fi powered by TELUS. This system offers reliable, low-latency internet that allows passengers to stream, work, or shop as they would on the ground. Access is free for WestJet Rewards members, further enhancing the overall value of the journey. The installation is underway and will be completed across all Boeing 737-800 and MAX-8 aircraft by the end of 2025. These upgrades represent a significant step in WestJet's strategy to offer a consistent and elevated on-board experience. By combining comfort, technology, and thoughtful design, the airline seeks to strengthen its reputation for delivering quality service at every level of travel.

OTHER NEWS



Rolls-Royce to lead EU's new Clean Aviation project UNIFIED
© Rolls-Royce

Rolls-Royce has been chosen by the **European Union's** Clean Aviation programme to lead one of twelve new projects aimed at decarbonising aviation. The programme will provide funding of about €945 million (US\$1.1 billion). It supports new aircraft concepts and advanced propulsion systems. The focus is on creating a sustainable and climate-neutral future for aviation. The Clean Aviation Joint Undertaking, also known as CAJU, runs this initiative. It is the EU's key research and innovation programme for aviation. Among the projects, Rolls-Royce will lead the UNIFIED consortium. This group brings together industrial, academic and research partners from France, Germany, the Netherlands, Norway, Spain and the United Kingdom. Each partner will contribute knowledge and expertise to deliver progress in cleaner flight. The UNIFIED project will centre on Rolls-Royce's UltraFan technology. UltraFan represents the company's next generation of engine design. It promises significant improvements in thrust, fuel efficiency, noise reduction and durability. Under the project, Rolls-Royce will carry out ground testing of an UltraFan demonstrator in the short to medium thrust class. This work supports future applications for narrow-body aircraft, the type most used by airlines worldwide. The project will also prepare

activities for a potential future flight test of the UltraFan architecture. Alan Newby, Director of Research and Technology at Rolls-Royce, welcomed the announcement. He said the selection highlights Rolls-Royce's commitment to reshaping aviation and reducing environmental impact. He stressed that UltraFan delivers ultra-efficient technology for the future of narrow-body aircraft. He also noted that the project will prove that Rolls-Royce is ready to offer best-in-class performance across thrust, fuel burn, emissions and noise. This development signals another important step towards sustainable aviation in Europe. By combining expertise across multiple nations, the UNIFIED consortium will help advance technologies that could transform commercial flight. With Rolls-Royce at the lead, the project aims to show that cleaner, quieter and more efficient aircraft engines are within reach.

The **GE Aerospace Foundation** has announced a new partnership with **United Way Bengaluru** (UWBe) to launch the Next Engineers programme in India's technology hub. The initiative, beginning in early 2026, will give students in Bengaluru greater access to science, technology, engineering and mathematics (STEM) education while strengthening the pipeline of future engineering leaders. Next Engineers is designed for students aged 13 to 18 and provides a combination of hands-on learning, career exposure and university preparation. The programme's aim is to inspire more young people from diverse backgrounds to pursue engineering careers, thereby addressing the growing demand for skilled engineers worldwide. To date, Next Engineers has reached more than 26,000 students across several countries, and Bengaluru will be the first city in the Asia-Pacific region to join the initiative. United Way Bengaluru, which has a 17-year record of addressing critical social issues through collaborative partnerships, will be responsible for running the programme locally. Its experience, combined with GE Aerospace's long-standing volunteer presence in Bengaluru, will create an encouraging environment for students. This support structure is expected to help participants build confidence and envision themselves in future engineering roles. The programme will be delivered through two main strands. Engineering Discovery will target early secondary school pupils, offering engaging activities to spark interest in engineering. Engineering Academy, meanwhile, is tailored for older students preparing for university. This academy will feature immersive design challenges, career coaching and readiness workshops to equip participants for higher education. Students who complete the Academy and go on to pursue engineering degrees will also be eligible for scholarships, providing further incentive and support. Over the course of four years, the Bengaluru programme aims to reach more than 4,000 students. The global expansion follows launches in Warsaw, Poland, and Cincinnati, Ohio, and is backed by GE Aerospace Foundation's commitment of up to US\$20 million over five years, extending the initiative to at least 2030. By investing in the engineers of tomorrow, this initiative not only benefits individual students but also contributes to the long-term growth and innovation capacity of the wider community.



The GE Aerospace Foundation and United Way Bengaluru (UWBe) to launch the Next Engineers programme in India's technology hub
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IATA's study reveals that sufficient SAF feedstock exists to enable the airline industry to reach net-zero carbon emissions by 2050
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The **International Air Transport Association** (IATA), in partnership with **Worley Consulting**, has published a study confirming that sufficient sustainable aviation fuel (SAF) feedstock exists to enable the airline industry to reach net-zero carbon emissions by 2050. All feedstocks considered meet strict sustainability requirements, avoiding any impact on land use. The report concludes that the availability of raw material will not be a limiting factor, but stresses that rapid acceleration of SAF production is critical. Current commercial facilities rely almost exclusively on HEFA technology, which converts waste oils into fuel. Scaling up new technologies, such as power-to-liquid (PtL), will be essential to achieve the 500 million tonnes of SAF annually required under IATA's Net Zero Roadmap. Biomass has the potential to provide more than 300 million tonnes a year, while PtL would supply the balance, supported by advances in renewable energy, hydrogen and carbon capture. Key challenges identified include the slow pace of technology deployment, competition for feedstocks with other hard-to-abate sectors, and insufficient infrastructure to support large-scale production. The report stresses that investment in supply chain logistics, conversion efficiency, and commercial-scale facilities across all regions is necessary if aviation is to meet its climate

commitments. Willie Walsh, IATA's Director General, said the findings offered "unequivocal evidence" that feedstock availability is not a barrier but warned that "we need shovels in the ground now". Marie Owens Thomsen, IATA's Chief Economist, highlighted the potential for SAF production to stimulate economies and support energy security, but called for urgent cross-sector collaboration to de-risk investment and ensure policy stability. The study identifies North America, Brazil, Europe, India, China and ASEAN as crucial to future SAF output, and urges governments and the energy sector to act decisively. According to IATA, the next 25 years will determine whether aviation can turn this proven potential into reality.

OTHER NEWS

Gatwick Airport's £2.2bn (US\$3 bn) second runway scheme has been approved by transport secretary Heidi Alexander, giving the West Sussex hub the green light to expand capacity by an additional 100,000 flights each year. The privately financed project will see Gatwick's emergency runway shifted 12 metres north, enabling it to handle narrow-bodied aircraft such as the Airbus A320 and Boeing 737. The development is forecast to create 14,000 jobs and generate up to £1 billion in extra economic activity. A government source has described the plan as a "no-brainer" for growth, with the first flights from the new runway expected by 2029. The scheme had previously been rejected by the Planning Inspectorate, but later won support after adjustments were made. These revisions cover noise mitigation measures and targets for more passengers to use public transport when travelling to

and from the airport. While the "mode share" targets are not likely to be legally binding, ministers believe they will help ease local concerns. Residents affected by increased aircraft noise will be offered compensation packages. These could include funding for triple-glazing or, for those wishing to move, contributions towards estate agent fees and stamp duty. Officials argue that the expansion plans are legally robust and capable of withstanding environmental challenges. They also believe the project can go ahead without breaching the UK's carbon budget. As reported by The Guardian, the government is determined to head off opposition by emphasising both the economic benefits and the mitigation measures in place, presenting the runway as vital to the country's long-term connectivity and prosperity.

INDUSTRY PEOPLE



Ajay Barolia

- Swissport has appointed **Ajay Barolia** as Executive Vice President Cargo for North America. He will lead the company's regional cargo business and report directly to CEO **Nelson Camacho**. This

move highlights Swissport's focus on strengthening leadership to boost efficiency and customer satisfaction across the region. Barolia is no stranger to Swissport. He joined the company in June 2024 as Senior Vice President North America. Since then, he has made a notable impact, guiding operations and contributing to the organisation's strategic direction. His promotion reflects both his proven ability and Swissport's commitment to long-term leadership development. Moreover, Barolia brings over 30 years of experience in the aviation and cargo industry. He is well known for his expertise in global cargo standards and operational management. At the same time, he has a strong track record in driving digital transformation, improving logistics processes, and enhancing quality, health, safety, and environmental practices. Consequently, Swissport is positioning itself at the forefront of next-generation cargo handling. In addition, Barolia is supported on the commercial front by Peter Weir, Senior Vice President, Commercial – Car-

go North America. Together, they form a robust leadership duo, aligning commercial growth with operational excellence. Barolia also oversees a dedicated regional team. This team includes four Vice Presidents responsible for the East, West, Express, and Canada. They cover sales, operations, and QHSE functions, ensuring comprehensive oversight. With this structure, Swissport is well equipped to provide tailored cargo solutions for every client and mission.



Gregory Krekeler

- StandardAero has appointed **Gregory Krekeler** as President of its Component Repair Services (CRS) business. The company is a prominent independent provider of aerospace engine after-market services. Its work includes engine maintenance, repair and overhaul (MRO) as well as engine component repair. Krekeler takes over from **Kimberly Ashmun**. She will remain with StandardAero until the end of the year. This will help ensure a smooth handover. Krekeler will be based in Cincinnati, Ohio. He will report directly to Chief Operating Officer, **Kim Erzen**. Krekeler has more than 20 years of experience in the aerospace and defence sector. For the past three years, he has worked with StandardAero. His most recent role was Vice President and General Manager of the company's facil-

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ity in Maryville, Tennessee. Before joining StandardAero, he spent almost two decades at Boeing. There he held senior positions in engineering, supply chain and procurement. His career with Boeing included time both in the United States and in the United Kingdom. Earlier in his career, Krekeler also worked with McDonnell Douglas. He held roles in engineering and programme leadership. His academic background is strong. He holds a Master of Business Administration. He also has a Master of Science and a Bachelor of Science, both in Aerospace Engineering. The appointment underlines StandardAero's focus on strengthening leadership within its CRS business. It reflects the company's strategy to combine technical knowledge with global experience. With Krekeler's proven track record, the company expects to continue expanding its repair services while supporting customers worldwide.

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

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Commercial Engines

CFM Engines	Sale / Lease	Company	Contact	Email	Phone
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(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) CFM56-7B26	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
LEAP Engines	Sale / Lease	Company	Contact	Email	Phone
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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
(2) 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) GTC336-150	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
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