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Weekly Aviation Headline News

> "When federal employees who manage air traffic, inspect aircraft and secure our nation's aviation system are furloughed or working without pay, the entire industry and millions of Americans feel the strain."
> *Airlines for America*

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Aircraft and Passenger Safety Threatened Through US Government Shutdown

Latest events could have far-reaching and long-term detriment to aviation industry as a whole

The US government shutdown, which began last Wednesday, has the potential to cause significant problems to an already challenging time for the commercial aviation industry. The shutdown could negatively impact a broad swathe of sectors, from those responsible at the Federal Aviation Administration (FAA) for regulating and supervising the safety of U.S. civil aviation. In the event of a shutdown, thousands of FAA employees deemed "non-essential" would be furloughed, significantly reducing the agency's capacity to conduct routine but vital tasks. These include inspections of aircraft and repair facilities, certification of new aircraft parts, and oversight of maintenance on critical air traffic control systems. Airline trade group Airlines for America, which represents United Airlines, Delta Air Lines, American Airlines, Southwest Airlines and others, warned that if funding lapses, "the system may need to slow down, reducing efficiency" and impacting travellers. "When federal employees who manage air traffic, inspect aircraft and secure our nation's aviation system are furloughed or working without pay, the entire industry and millions of Americans feel the strain," the group said. Air traffic controllers and about 50,000 Transportation Security Administration employees who staff airport checkpoints are among the government workers who would be required to keep working but would not be paid, according to Reuters news agency. Beyond this, industry leaders feel that while the immediate impact of a shutdown may not be visible to the travelling public, the cumulative effect of lapses in oversight could rapidly escalate. Routine inspections ensure the reliability of equipment and aircraft, and any delay in their completion risks allowing problems to go undetected until they become serious. Similarly, air traffic infrastructure requires continuous monitoring and maintenance to avoid system outages that could ground flights or compromise safety. Of course, the disruption goes well beyond affecting safety, creating wider operational and economic concerns. Airports rely on federal staff to manage security procedures, air traffic flow, and grant funding for infrastructure upgrades. Delays in these processes could disrupt timetables, hinder expansion projects, and place financial strain on regional airports that are already operating on tight margins. Furthermore, the certification of new aircraft and components—a process overseen by the FAA—would also be suspended. This would impact manufacturers awaiting approval for deliveries and airlines preparing to bring new aircraft into service, compounding delays already present in the global supply chain for aviation. In a letter, airline groups, aviation unions, manufacturers, airports and other aviation groups warned shutdowns force the FAA to "suspend air traffic controller and technician hiring and training, delay the implementation of safety initiatives, postpone maintenance and repair work to critical air traffic equipment, suspend air carrier pilot check rides, delay airworthy inspections for aircraft, defer the analysis of voluntary safety reporting, and suspend work on modernisation programmes." The 35-day shutdown in 2018–2019 saw FAA safety inspectors placed on furlough, leading to a backlog of inspections and delayed training for new air traffic controllers. Unions representing pilots and flight attendants reported heightened stress levels as uncertainty grew over the resilience of the system. With air travel demand now surpassing pre-pandemic levels, industry representatives argue that the stakes are higher than ever. The U.S. is currently handling record passenger volumes, and any lapse in regulatory oversight would be occurring in an already stretched system.

DELIVERING AIRCRAFT SOLUTIONS

AIRCRAFT & ENGINE NEWS

Five new A320neos join Brussels Airlines' sustainability drive

The Board of Directors of Brussels Airlines has approved the addition of five brand-new Airbus A320neo aircraft to the fleet *© David Plas*

Brussels Airlines will add five new Airbus A320neo aircraft to its fleet. This move brings the total number of A320neo aircraft to 13. It reflects the airline's drive to cut emissions, improve passenger comfort and grow sustainably. The airline currently flies five A320neos. Three more will join in the coming months. The next delivery from Airbus in Toulouse is due in November. The Board of Directors has now approved five further aircraft, with deliveries scheduled from 2027. Most will replace older planes, while one will grow the fleet. The A320 family serves Brussels Airlines' short- and medium-haul network. Dorothea von Boxberg, CEO of Brussels Airlines, said the investment is possible thanks to a cost structure that supports sustainable profitability. She added that the A320neo reduces the airline's environmental footprint while giving passengers a better travel experience. The aircraft offers up to 20% lower CO_2 emissions and 50% less noise compared with earlier models. Larger overhead bins provide 40% more storage, helping boarding run more smoothly. These features underline the airline's commitment to efficiency and passenger comfort. Brussels Airlines is also planning wider investments. Its long-haul fleet will grow to 13 Airbus A330 aircraft. From 2027, the airline will introduce new cabins across intercontinental routes. It will also renovate its award-winning Brussels Airport lounge, THE LOFT. The addition of new-generation aircraft, together with upcoming cabin and lounge upgrades, marks a clear step forward. Brussels Airlines is shaping a future built on sustainability, efficiency and a better journey for its passengers.

Flexjet places historic 300-jet order for Otto's Phantom 3500

Flexjet has ordered 300 Phantom 3500 jets *© Otto Aviation*

Otto Aerospace has confirmed its first fleet customer. Flexjet will serve as launch partner for the new Phantom 3500, an advanced business jet designed from the ground up for efficiency and sustainability. The Phantom 3500 is a clean-sheet creation. It applies breakthrough laminar-flow aerodynamics and an all-carbon-fibre structure. This technology package reduces fuel burn by more than 60%, setting a fresh benchmark for private aviation. The jet is conceived not only to outperform rivals on range and performance but also to answer rising pressure for more responsible travel solutions. Flexjet's order is unprecedented in scale. The company has committed to 300 aircraft, with further options included. It stands as one of the largest orders ever placed with a business aviation manufacturer. The programme is on a clear timeline: first flight in 2027, followed by deliveries from 2030. The agreement stretches beyond aircraft acquisition. Flexjet's in-house maintenance organisation will be certified as an authorised Otto service centre, reinforcing its integrated approach to ownership and operations. Clients will benefit from seamless support, embedded within the operator's existing global network. For passengers, the Phantom 3500 will become part of Flexjet's distinctive service model. This covers access to private terminals, curated destinations, tailored in-flight experiences, and membership privileges that extend to exclusive events. The new aircraft will allow customers to travel further, more sustainably, without compromise on comfort or style. Otto Aerospace, based in Fort Worth, Texas, is led by veterans of Boeing, Textron, General Dynamics, and Lockheed, alongside experienced entrepreneurs and engineers. Its ambition is to transform both private and regional aviation through innovation. With the Phantom 3500, Otto is positioning itself not simply as another manufacturer but as the pioneer of a new category in efficient and sustainable flight.

AFG Aviation Ireland completes acquisition of two GE Engines


Engine in hangar for maintenance *© Shutterstock*

AFG Aviation Ireland (AFG), a wholly owned subsidiary of Aircraft Finance Germany, has successfully finalised the purchase of two General Electric engines from GE Aviation Materials (GEAM), part of GE Aerospace. The deal, concluded on 24 September 2025, reflects AFG's continued focus on delivering reliable, high-quality assets to its global client base. The engines were swiftly delivered to AFG's long-standing customer, SAMI Airbus for Aircraft and Maintenance Services, marking another milestone in the trusted partnership between the two companies. Prior to transfer, both engines underwent a comprehensive performance restoration shop visit. This rigorous process ensures the equipment meets the highest standards of operational efficiency, safety, and compliance—an essential factor in extending service life and maximising performance. Aircraft Finance Germany prides itself on providing tailored solutions to meet the evolving requirements of its international clientele. With decades of expertise across the aviation finance and leasing industry, the company has developed a full-service offering that spans every stage of the transaction process. From sourcing and evaluating assets to overseeing technical inspections, negotiating agreements, and coordinating deliveries, AFG's experienced team manages each step with precision. The latest acquisition underscores AFG's commitment to strengthening its service portfolio and supporting airlines, maintenance providers, and leasing companies with bespoke, value-driven solutions. By combining technical know-how with financial expertise, the company continues to position itself as a trusted partner in an increasingly competitive aviation market.

AIRCRAFT & ENGINE NEWS

ANA and Joby showcase first air taxi flight at World Expo

Joby aircraft in ANA livery flying at EXPO 2025 Osaka, Kansai, Japan *© Joby Aviation*

ANA Holdings (ANA HD) and Joby Aviation have successfully demonstrated Joby's electric air taxi at Expo 2025 Osaka, Kansai, Japan. The public flight, the first ever at a world expo, featured vertical takeoff, wingborne transition, and smooth vertical landing. Conducted in partnership with ANA HD, the flight signalled the next stage of efforts to establish a national air taxi ecosystem. Over 13 days, Joby intends to perform more than 20 demonstration flights. Joby CEO JoeBen Bevirt praised Japan's history of transport innovation, noting its bullet trains and automotive industry. He said Japan is now poised to lead in advanced air mobility. He emphasised the importance of engaging communities, regulators, and partners to realise the vision of air taxis. ANA HD President and CEO Koji Shibata hailed the flight as a milestone towards introducing commercial air taxi services in Japan. He highlighted government and private-sector support as critical to shaping this new era of mobility. Joby's aircraft, painted in ANA livery, showcased its quiet, all-electric technology to expo visitors, expected to reach 200,000 daily. The demonstrations also provide data on airspace integration, feeding into regulatory development with the Japan Civil Aviation Bureau. Both companies are working towards a phased rollout of air taxi services, beginning in Tokyo. Plans include a vertiport network, pilot training, and maintenance infrastructure, supported by partners in real estate, manufacturing, and local government. Joby maintains strong ties to Japan, with Toyota as a key investor, and previously conducted a flight at Mount Fuji in 2024. The aircraft carries a pilot and four passengers, flying up to 200 mph. It offers a fast, clean, and quiet alternative to congested ground travel.

AIRCRAFT & ENGINE NEWS

Embraer reports 62 aircraft deliveries in third quarter 2025

Deliveries by Segment	3Q25	2Q25	3Q24	9M25	9M24	2025 Guidance
Executive Aviation	***41***	**38**	**41**	**102**	**86**	**145-155**
Phenom 100	3	4	4	9	7	
Phenom 300	20	17	18	49	46	
Light Jets	**23**	**21**	**22**	**58**	**53**	
Praetor 500	11	8	9	22	15	
Praetor 600	7	9	10	22	18	
Midsize Jets	**18**	**17**	**19**	**44**	**33**	
Commercial Aviation	***20***	**19**	**16**	**46**	**42**	**77-85**
E175	7	9	4	20	21	
E190-E2	2	1	2	3	6	
E195-E2	11	9	10	23	15	
Total Commercial Av. & Executive Av.	***61***	**57**	**57**	**148**	**128**	**222-240***
Defense & Security	**1**	**4**	**2**	**5**	**3**	
KC-390 Millennium	1	-	2	1	3	
A-29 Super Tucano	-	4	-	4	-	

*Excludes KC-390 Millennium and A-29 Super Tucano deliveries

© Embraer

Embraer has confirmed the delivery of 62 aircraft in the third quarter of 2025. This marks a modest increase compared with the 61 jets delivered in the second quarter and 59 in the same period of 2024. The company's Commercial Aviation unit delivered 20 new jets during the quarter. Of these, 11 were E195-E2 models, the largest aircraft Embraer currently produces in this category. The performance of this business unit exceeded both the second quarter of 2025 and the third quarter of 2024, when 19 and 16 jets were delivered, respectively. Embraer's Executive Jets division also posted solid results, with 41 aircraft delivered in the period. This compares with 38 in the previous quarter and an identical figure of 41 in the third quarter of last year. The standout performer was the Phenom 300, which continues to dominate the light jet market. It retained its position as the world's best-selling light jet for the thirteenth consecutive year, with 20 deliveries during the quarter. In its Defence and Security segment, Embraer delivered one KC-390 Millennium. This multi-mission military transport aircraft completed the tally of 62 deliveries across the group in the three-month period. Looking ahead, Embraer has provided delivery guidance for the full year of 2025. The company expects to deliver between 77 and 85 jets in its Commercial Aviation division. At the midpoint, this represents a ten per cent increase compared with the previous year. For its Executive Aviation unit, Embraer forecasts between 145 and 155 deliveries during 2025. At the midpoint, this equates to growth of around 15 per cent compared with last year.

MRO & PRODUCTION NEWS

BeauTech extends engine leasing deal with British Airways CityFlyer

British Airways CityFlyer Embraer E190 aircraft *© AirTeamImages*

BeauTech Power Systems, a global frontrunner in aircraft engine leasing, has expanded its partnership with British Airways CityFlyer (CityFlyer). The new agreement secures support for the airline's Embraer E190 fleet through access to 14 CF34-10E engines. The deal builds on a long-standing relationship between the two companies. It ensures British Airways CityFlyer can rely on continued lease support to cover maintenance events and keep its fleet reliable. For the airline, dependable access to spare engines is critical. It helps reduce downtime and provides greater flexibility in daily operations. BeauTech has supported CityFlyer for many years, offering customised leasing solutions across different fleet requirements. With a large pool of CF34-10E engines, the company is well positioned to provide airlines with both availability and efficiency. The scale of its engine stock means customers can count on faster response times and smoother transitions during maintenance. Lee Beaumont, Founder and Chief Executive of BeauTech, highlighted the importance of the renewed deal. He said the agreement reflects a strong and trusted relationship. He also stressed BeauTech's pride in supporting CityFlyer's E190 operations with reliable access to engines. For British Airways CityFlyer, the arrangement offers reassurance. It gives the airline confidence that its fleet will remain operationally sound, even during intensive maintenance schedules. For BeauTech, the agreement underscores its commitment to helping airlines manage complex fleet challenges with dependable solutions.

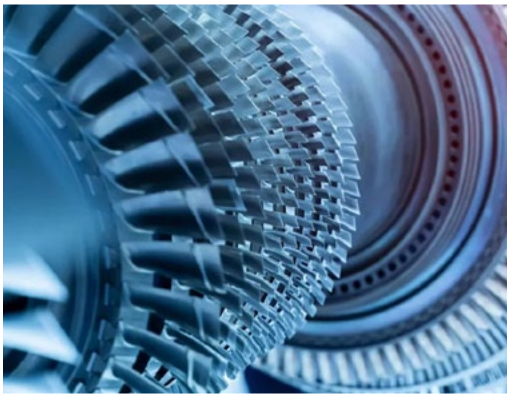
Expleo and Deutsche Aircraft sign strategic cooperation agreement

Nico Neumann, CEO of Deutsche Aircraft (l) and Graham Younger, VP Global Aerospace at Expleo *© Deutsche Aircraft*

Expleo, a global provider of engineering, technology and consulting services, has signed a cooperation agreement with Deutsche Aircraft. The partnership will deliver engineering services for the aircraft programme and strengthen Deutsche Aircraft's supply chain. Under this agreement, Expleo becomes one of four 'First Tier Suppliers', ensuring a central role in supporting future aircraft development. Moreover, the company has a long-standing relationship with Deutsche Aircraft, offering a broad range of advanced engineering services. Graham Younger, VP Global Aerospace at Expleo, affirmed the company's commitment to sustainable aerospace. He stressed pride in renewing the partnership with Deutsche Aircraft, whose vision for greener aviation matches Expleo's own. Additionally, he noted that Expleo's aerospace engineering expertise will deliver operational efficiencies and reduce the carbon footprint of air travel. At the same time, Nico Neumann, CEO of Deutsche Aircraft, reinforced the company's dedication to redefining regional aviation through innovation and digital excellence. He explained that combining Expleo's engineering capabilities with Deutsche Aircraft's sustainability vision strengthens the manufacturer's operations and strategic goals. Together, both organisations intend to set new standards for efficiency and environmental responsibility within regional air travel. Therefore, the cooperation marks not only a continuation of a successful partnership but also a shared step towards a more sustainable aviation industry.

MRO & PRODUCTION NEWS

Honeywell and ITP Aero open F124 engine MRO hub in Madrid



Honeywell and ITP Aero have inaugurated Europe's first F124 engine service centre in Madrid *© Honeywell*

Honeywell and ITP Aero have officially opened Europe's first maintenance, repair, and overhaul service centre for the Honeywell F124-GA-200 engine. The landmark facility is located at ITP Aero's site in Ajalvir, Madrid. The launch was marked with a ribbon-cutting ceremony attended by senior executives from both companies. The new centre represents a major step in localising engine support for European operators. Until now, F124 engines in service across the continent required longer, more complex logistics chains for repair and overhaul. By providing capability within Europe, turnaround times will be shortened, and operators will benefit from reduced costs and greater operational flexibility. "The opening of the new MRO service centre in Madrid strengthens our commitment to enhancing engine readiness and operational flexibility for our European customers," said John Head, Vice President and General Manager, Engines, Honeywell Aerospace Technologies. "By localising MRO capabilities in Europe, we're significantly improving turnaround times and reducing logistics burdens for our F124 engine operators." The development follows ITP Aero's award of the F124 licence in 2024. In the year since, both companies have worked closely to establish the required infrastructure and regional capability. The Madrid facility is now fully equipped to service more than 150 F124 engines currently operating across Europe. "Becoming the first European authorised service centre for F124 engines is a significant achievement for ITP Aero," said Alan Jones, Executive Vice President of MRO at ITP Aero. "This milestone builds on our long-standing partnership with Honeywell and represents a major step forward in our growth strategy, reinforcing Spain's role in supporting NATO-aligned defence capabilities." The new hub strengthens Europe's aerospace ecosystem while boosting Spain's industrial footprint. It also underlines the importance of collaboration between international engine manufacturers and regional partners to deliver reliable support for military and training aircraft powered by the F124 engine.

Werner Aero expands global support with new Tucson facility

Werner Aero has announced a major expansion of its warehousing capabilities with the opening of a new 30,000 ft² facility in Tucson, Arizona. This investment lifts the company's total warehouse space to 75,000 ft², giving it greater capacity to serve airline and MRO partners across the globe. The Tucson site marks a significant step in Werner Aero's growth strategy. It is designed to improve efficiency, speed, and reliability for customers, ensuring that the company can meet rising industry demand for timely and flexible support. By enlarging its footprint, Werner Aero strengthens its ability to keep critical parts moving where and when they are needed. "Our continued investment in infrastructure reflects our commitment to meeting the growing needs of our customers," said Tony Kondo, Chief Executive Officer of Werner Aero. "The additional capacity in Tucson enhances our ability to provide faster response times, increased availability, and improved support for our partners around the world." The expansion also underscores Werner Aero's position as a trusted player in aviation services. The company has built a reputation for high-quality support and customer care, offering asset management and logistical solutions to airlines of all sizes. Its global offices ensure around-the-clock responsiveness, while its expertise covers a range of key aircraft types including the Airbus A320, Boeing 737NG, Embraer E-Jet, and Bombardier CRJ. Werner Aero is ISO 9001 certified and holds FAA AC0056B approval, demonstrating its adherence to the highest industry standards. These accreditations reflect the company's focus on quality and reliability, both of which underpin its long-term partnerships with operators worldwide. With the Tucson facility now in operation, Werner Aero has strengthened its global logistics network and confirmed its role as a dependable partner to airlines and MROs navigating an increasingly complex aviation landscape.

Werner Aero has opened a new facility in Tucson, Arizona
© Werner Aero

Liebherr-Aerospace Saline expands facilities

Ribbon-cutting ceremony at the official inauguration of the new building
© Liebherr Aerospace Saline

Liebherr-Aerospace Saline, Inc. has completed its fifth major expansion since 1993, further enhancing its aftermarket service capacities. The new facility spans 33,000 ft², or 3,065 m² and adjoins the existing complex; the most recent addition before this was inaugurated in 2016. The new building was officially opened during a ceremony attended by company management, employees and invited guests. This expansion responds directly to growing global demand for aftermarket services. It will provide additional testing, repair, overhaul, and recore capacity for Liebherr heat transfer equipment. These systems are installed on a wide range of aircraft types, including Airbus, Boeing, Bombardier, Embraer and Mitsubishi models. The facility is also designed to optimise internal MRO processes for various additional product lines. It will increase essential landing gear processing capacity at the main site, while also extending the area dedicated to pneumatic component maintenance, repair, and overhaul activities. Alex Vlielander, Chief Customer Officer at Liebherr-Aerospace & Transportation SAS, pointed out the importance of the expansion. He explained that strong customer support worldwide has validated the company's strategy of being physically close to its clients. Vlielander added that expanding the MRO network provides multiple advantages. It shortens turnaround times by eliminating unnecessary transport of components and also reduces overall maintenance costs for airlines and operators. Additionally, it supports sustainability goals by lowering the company's carbon footprint. Liebherr-Aerospace Saline's continued investment demonstrates its commitment to supporting customers in North America and beyond. Since 1993, the site has grown consistently, reflecting both market demand and the company's focus on operational excellence.

MRO & PRODUCTION NEWS

Beyond Aero reaches TRL6 for hydrogen-electric powered aircraft

© Beyond Aero

Beyond Aero, a pioneer in hydrogen-electric propulsion for business aviation, has achieved Technology Readiness Level 6 (TRL6) for its hydrogen-electric powered aircraft. The milestone has been validated through a full-scale propulsion system test campaign in a representative environment, marking the transition from laboratory research to industrial viability. The demonstration took place at the company's newly opened integrated hydrogen-electric powertrain laboratory in Toulouse, France. Backed by US$50 million in funding, Beyond Aero's facility ranks among the world's three most powerful of its kind. It replicates three representative fuel cell channels, with a combined capacity of 1,200 kW. The site includes infrastructure to compress, store, and use hydrogen at 700 bar with Type IV tanks, ensuring industrial-grade safety and scalability. It also houses flight-representative test benches for performance validation and the collection of certification-ready data. This achievement follows Beyond Aero's acquisition of Universal Hydrogen's intellectual property, flight data, assets, and team members. The transaction included the full patent portfolio, flight test and digital records, strategic test bench equipment such as electric turbo compressors, and specialist staff—representing more than US$90 million of previous investment. The acquisition has provided proven designs and critical data, accelerating certification efforts and de-risking system integration, while strengthening the company's expertise in in-flight environments. Validation of the propulsion system was carried out with leading aerospace suppliers. EKPO Fuel Cell Technologies supplied its NM20 platform, forming the core of the energy conversion system. FEV Aerospace co-engineered the fuel cell system for airworthiness compliance, while BrightLoop Converters contributed high-performance DC-DC converters. AVL supported with advanced test infrastructure, and Dassault Systèmes provided virtual twins of both aircraft and powertrain. Airbus Protect also played a crucial role, supporting compliance efforts through safety analysis, hazard assessments, and certification case development. The TRL6 milestone marks a significant step in Beyond Aero's mission to deliver hydrogen-electric propulsion to business aviation, advancing clean flight from concept towards commercial reality.

Conflux develops heat exchanger for Airbus' ZEROe project

Conflux is developing an advanced heat exchanger, using additive manufacturing, for Airbus' ZEROe project *© Conflux Technology*

Conflux Technology (Conflux) has joined Airbus' ZEROe project with the development of a new heat exchanger for hydrogen-electric propulsion. The component has been created using additive manufacturing and is currently undergoing a readiness assessment. It plays a vital role in thermal regulation within megawatt-class fuel cell systems. Hydrogen fuel cells generate large amounts of heat. Without proper control, performance and safety are compromised. Conflux has designed a lightweight, efficient solution tailored to aerospace conditions. The exchanger has been refined through computational fluid dynamic (CFD) modelling and confirmed in laboratory testing. Its compact form and high performance make it well suited for the demanding requirements of flight integration. Michael Fuller, Chief Executive Officer of Conflux Technology, called the partnership an important step for the industry. "Our work with Airbus marks a significant step forward in the application of additive manufacturing to sustainable aviation. Thermal management is a core enabler for hydrogen propulsion, and our expertise is helping to advance this technology from lab to flight," he said. Airbus' ZEROe programme aims to deliver the first hydrogen-powered commercial aircraft. The project focuses on a fully electric, zero-emission platform that can enter service in the coming years. To succeed, Airbus relies on suppliers like Conflux to deliver critical systems. These components must combine safety, efficiency, and certifiability for future aviation standards. The Conflux heat exchanger is now being considered for integration into Airbus' full hydrogen fuel cell architecture. Development continues, with further system-level testing planned over the next several months.

Airinmar signs multi-year support deal with Malaysia Airlines

AAR CORP. subsidiary Airinmar has secured a new multi-year support services agreement with Malaysia Airlines. The deal will provide the carrier with specialist aircraft warranty management and value engineering services. Airinmar is an independent provider of component repair cycle management and aircraft warranty expertise and the company's services will complement Malaysia Airlines' current materials management activities. The focus will be on maximising warranty recovery and reducing repair costs which will, in turn, support efforts to lower the overall cost of maintenance across the airline's fleet. Matt Davies, General Manager of Airinmar, said the company is committed to working closely with Malaysia Airlines. He explained that Airinmar will help reduce maintenance costs across several aircraft types operated by the carrier. He also expressed his delight in adding Malaysia Airlines to Airinmar's global customer base. Davies highlighted the significance of partnering with one of Asia's most established commercial airlines as Airinmar has long been recognised for its expertise in warranty and repair management services. Its solutions help airlines recover entitlements and cut maintenance costs, while this latest contract reinforces its position as a trusted partner for carriers worldwide. For Malaysia Airlines, the deal forms part of a broader strategy to enhance efficiency and resilience. The airline continues to explore innovative ways to manage costs while maintaining operational reliability and this collaboration with Airinmar marks another step in that direction.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FINANCIAL NEWS

Braathens files for bankruptcy for its Airbus operations

Braathens International Airways AB (Braathens) has been forced to file for bankruptcy in relation to its Airbus operations after efforts to secure fresh financing failed. The decision, taken by the company's Board of Directors, was filed at the Stockholm District Court and affects both Braathens International Airways AB and Braathens Crew AB. All flights with Airbus aircraft for tour operators have been cancelled with immediate effect. Around 200 employees are impacted, though all are covered by the state wage guarantee. The announcement follows a strategic decision made at the end of August to phase out Airbus aircraft and instead concentrate on the growing ATR72-600 fleet. While management attempted to secure financing to support operations during this transition, those initiatives were unsuccessful. Without the necessary liquidity, the Board concluded that bankruptcy was the only remaining option. Braathens International Airways AB was founded in 2022 to operate Airbus flights for tour operators. However, the venture proved far more complex than anticipated. Delays in aircraft deliveries, higher than expected establishment costs, and increased operating expenses placed heavy strain on the business. In 2023, the wider Braathens group entered reconstruction, with Airbus operations a major factor in its financial difficulties. Despite cost-cutting measures, declining demand from tour operators deepened the challenges, leaving the business unable to achieve profitability. Since the pandemic, the owners have invested more than SEK 300 million (US$32 million) into the Airbus operations without success. "It is with great sadness that the Board has been forced to file for bankruptcy tonight for the Airbus business," said Per G. Braathen, Chairman of the Board and majority owner. "The financing we sought to allow a controlled phase-out has not been secured. We now have no other choice but to restructure and focus on the part of the business that can achieve long-term profitability." Other companies in the group, including Braathens Regional Airlines AB, Braathens Regional Airways AB, Braathens People AB and Braathens Support AB, are not part of the bankruptcy proceedings. These entities will continue to operate as normal. Braathens' ACMI flights for other airlines, operated with ATR72-600 aircraft, will proceed as planned. The company has confirmed that union negotiations and redundancy processes linked to the closure of Airbus operations will begin shortly. Management stressed that every effort will be made to safeguard viable operations and protect jobs in the longer term.

IAG invests in OXCCU to accelerate SAF development

International Airlines Group (IAG) has joined the £20.75 million (US$28 million) Series B funding round for OXCCU, a UK SAF innovator. The round attracted new and existing investors, including Safran Corporate Ventures, Orlen and Aramco Ventures, among other backers. IAG invested through IAGi Ventures, its corporate venturing arm, which committed up to €200 million (US$234 million) over five years earlier this year. This represents the largest such investment pledge by a European airline group to date. OXCCU, spun out of Oxford University, has created a patented process converting waste carbon gases and hydrogen into jet fuel hydrocarbons. The process removes a conventional step, reducing capital and operating costs while allowing use of varied carbon dioxide, carbon monoxide and hydrogen inputs. The Series B funding will help OXCCU execute its scale-up strategy and accelerate commercialisation of its technology. The raise follows the opening of its first demonstration plant at London Oxford Airport last year. It will also support a larger facility, expected to be operational in 2026, advancing the UK's SAF mandate and IAG's decarbonisation goals. Ignacio Tovar, IAG's Director of Innovation, said the group focuses on backing companies with meaningful climate impact. He highlighted OXCCU's technology as vital for scaling sustainable aviation. According to him, IAG helps partners grow faster by acting as early adopters, sharing expertise, and encouraging collaboration across its airline ecosystem. IAG was the first airline group to pledge net zero by 2050. It also targets 10% SAF usage by 2030. In 2024, 1.9% of its fuel came from SAF, saving 469,000 tonnes of CO2, nearly double the previous year.

HALO AirFinance completes final loan transaction for Crestone

HALO AirFinance (HALO), a joint venture between GA Telesis and Tokyo Century Corporation, has closed its eighth and final senior loan. The financing involved Crestone Air Partners (Crestone) and Blue Owl Capital investment vehicles. It supported the acquisition of a CFM56-7B engine currently leased to a European airline. This closing concludes a portfolio of eight transactions between HALO and Crestone. The deals included mature narrow-body aircraft and engines leased to airlines across Europe, Asia and the Americas. Together, the transactions demonstrate HALO's capacity to structure bespoke, asset-backed financing solutions. These solutions aim to assist lessors and investors in the competitive global secondary aviation market. Marc Cho, Co-Head and Managing Director of HALO, emphasised the importance of this milestone. He explained that completing the series of financings reflects the company's ability to expand its platform for evolving partner needs. He added that across eight closings, HALO has delivered flexible capital solutions, unlocking opportunities and supporting sustainable growth within the aviation sector. The conclusion of this eighth loan marks a significant stage for HALO. The joint venture, created by GA Telesis and Tokyo Century, continues to position itself as a versatile financial partner. By offering targeted funding options, it helps operators and investors manage assets in the secondary market. For Crestone, the collaboration strengthens its ability to pursue new growth opportunities. For HALO, it further demonstrates the effectiveness of its platform and its long-term value to the aviation finance community.

Spirit Airlines secures US$475 million financing package to drive restructuring

Spirit Aviation Holdings, Inc., the parent of Spirit Airlines, is pressing forward with its Chapter 11 restructuring efforts, setting out a series of measures designed to stabilise operations and reshape the airline for the years ahead. Speaking before the U.S. Bankruptcy Court for the Southern District of New York, the company detailed fresh financing arrangements, operational streamlining, and agreements with key partners that form the backbone of its transformation strategy. Central to the update is a debtor-in-possession financing package worth up to US$475 million, secured from Spirit's existing bondholders. This multi-tranche facility, pending court approval on October 10, 2025, is intended to ensure Spirit has sufficient liquidity to continue normal operations during the restructuring. Once approved, US$200 million will be made available immediately, bolstering cash reserves. Alongside this, the court has already authorised interim access to US$120 million in liquidity, providing near-term breathing space. Fleet restructuring is a major focus of the company's plan. Spirit has reached a significant agreement with AerCap Ireland Limited, its largest aircraft lessor, which both strengthens cash flow and accelerates the airline's fleet optimisation strategy. AerCap will inject US$150 million into Spirit, while the carrier will shed 27 aircraft leases, cutting operating costs by hundreds of millions of dollars. The deal not only eliminates all disputes between the two parties but also secures the delivery of 30 new aircraft in the future. This agreement, too, is subject to court approval in October. At the same hearing, Spirit secured approval to exit 12 airport leases and 19 ground handling agreements, moves that are consistent with its recent network downsizing. These adjustments mark further progress in reshaping the airline's footprint to align with market realities. The company is also actively negotiating with other lessors, aiming for additional agreements that combine fresh liquidity with further reductions in fleet size. Such steps are expected to deliver substantial cost savings. Finally, Spirit confirmed that discussions with its labour unions are under way, targeting cost efficiencies through modifications to collective bargaining agreements. With multiple strands of restructuring now in motion, Spirit Airlines is signalling a determined effort to stabilise its financial foundation while setting a course for long-term sustainability.

MILITARY AND DEFENCE

Sikorsky wins US$10.9bn contract for Marine Corps heavy-lift helicopters

CH-53K helicopter © Sikorsky

Sikorsky, part of Lockheed Martin, has secured a US$10.855 billion contract from the US Navy to build up to 99 CH-53K King Stallion helicopters for the US Marine Corps, the largest order so far for the aircraft. The five-year agreement, running from 2029 to 2034, is designed to ensure steady deliveries of the Marine Corps' most powerful heavy-lift helicopter while shoring up the American industrial base. It will sustain thousands of jobs at Sikorsky and throughout its nationwide network of suppliers. The deal consolidates five separate procurement lots, numbers nine through thirteen, into a single multi-year contract. This approach guarantees price stability and a reliable flow of materials from a supply chain that spans 267 companies in 37 US states and a further 17 suppliers across eight countries. The agreement also provides the flexibility for the US government to redirect aircraft to international customers if required. To date, Sikorsky has handed over 20 helicopters to the Marine Corps, while another 63 are at various stages of production and assembly under previous contracts. The latest award secures the next wave of manufacturing, ensuring continuity of output well into the next decade. Colonel Kate Fleeger, programme manager for the H-53 Heavy Lift Helicopter office, described the deal as a major achievement, stressing that combining orders will reduce supplier costs and deliver savings to the government. She added that the arrangement guarantees predictable delivery schedules and a smooth transition from the older CH-53E to the CH-53K fleet. The Marine Corps has already transitioned one operational squadron to the new helicopter, with additional aircraft flying in developmental, testing and training units. The CH-53K was built to meet the demands of modern combat, with the capacity to transport troops, equipment and heavy supplies across contested environments while remaining survivable. This record-breaking order cements the King Stallion's place at the centre of the Marine Corps' future heavy-lift capability and secures a production base that will underpin both military readiness and industrial strength for years to come.

MILITARY AND DEFENCE

CCC secures U.S. DoD contract for Nav-Aids' pressure test adapters

CCC has announced a contract award from the United States Department of Defense (U.S. DoD) for pressure test adapters. The adapters, manufactured by Nav-Aids, will support U.S. Army maintenance crews working on Black Hawk helicopters. These adapters will allow crews to safely connect test equipment, check for leaks, confirm pressure stability, and assess system health. Headquartered in Montreal, Quebec, Nav-Aids Ltd. is recognised worldwide as a leader in avionics testing equipment. The company specialises in pitot-static test adapters and air data accessory kits, serving civil, corporate, military, and space applications. Its pressure test adapters ensure secure, leak-free connections between aircraft ports or probes and test equipment. This design guarantees accurate readings during maintenance or troubleshooting activities. Nav-Aids currently offers more than 500 aircraft-specific adapters, either individually or as complete testing kits with all required components. In addition, the company provides technical support and after-sales service, reinforcing its position as a trusted aviation safety partner. Through its free U.S. DoD Prime Contractor service, CCC helps Canadian firms like Nav-Aids deliver solutions to the U.S. military. Together, CCC and Nav-Aids are supplying the pressure test adapters to the U.S. Army Command. This command oversees the Active Army, Army Reserve, and Army National Guard, while also supporting civil authorities during emergencies. For 2024, the U.S. Army budget reached US$185.5 billion, including US$15.77 billion for Research, Development, Test, and Evaluation.

INFORMATION TECHNOLOGY

Flydocs strikes five-year deal with Air Atlanta Icelandic

Air Atlanta Icelandic will adopt Flydocs' Digital Records Management solution across its fleet of 17 aircraft *© flydocs*

Flydocs has signed a five-year agreement with Air Atlanta Icelandic. The Iceland-based charter and ACMI airline will now adopt flydocs' Digital Records Management solution across its fleet of 17 aircraft. The partnership gives Air Atlanta Icelandic direct access to flydocs' world-class software. The system will be fully integrated with TRAX, the airline's existing M&E platform. This step will sharpen operational efficiency and improve overall fleet management. Moreover, the deal reflects a growing shift in aviation towards smarter, digital-first processes. Airlines are under pressure to cut costs, save time and comply with increasingly strict regulations. By moving away from traditional paper-based methods, Air Atlanta Icelandic aims to streamline maintenance oversight and ensure real-time compliance. Commenting on the agreement, Thormundur Sigurbjarnason, Vice President of Maintenance at Air Atlanta Icelandic, underlined the significance of the collaboration. He said the partnership demonstrates a shared vision to deliver stronger value to customers. As a trusted wide-body operator with decades of experience, the airline expects flydocs' digital expertise to help it meet a wide range of global demands more effectively. At the same time, the partnership marks another milestone for flydocs. The company continues to position itself as the go-to provider of digital records and asset management solutions for the aviation sector. Its focus on innovation and seamless integration with existing systems has made it a preferred choice for airlines looking to modernise their maintenance operations.

OTHER NEWS


Minister of Civil Aviation Kinjarapu Rammohan Naidu, Christian Scherer, CEO, Commercial Aircraft, Airbus, Campbell Wilson, MD & CEO, Air India, inaugurate the joint venture facility *© Air India*

Air India and **Airbus** have opened a new pilot training centre at the Air India Aviation Training Academy in Gurugram, Haryana. The facility will train more than 5,000 pilots over the next ten years and will support the rapid expansion of commercial aviation in India. The centre is a 50:50 joint venture which was inaugurated by the Civil Aviation Minister, Kinjarapu Rammohan Naidu, who was also joined by Airbus executive Christian Scherer, Air India chief Campbell Wilson, and senior leaders from Tata Group and Airbus. The new building covers 12,000 square metres and will house ten full-flight simulators for Airbus A320 and A350 aircraft. Classrooms and briefing rooms will support the simulators and two A320 simulators are already in place, while six more A320 simulators and two for the A350 will follow in stages. The courses meet standards set by both India's DGCA and Europe's EASA, while Air India is consolidating training from different sites into the Gurugram academy, making it South Asia's largest aviation training hub. Set up in 2024, the academy already trains more than 2,000 aviation staff every day and over the coming years it is expected to prepare more than 50,000 professionals, including pilots, cabin crew, engineers, ground staff, and security teams. Training is delivered with advanced equipment with a strong focus on safety, while the investment goes beyond Gurugram. Air India is developing South Asia's largest Flying Training Organisation at Amravati in Maharashtra and the FTO will train up to 180 commercial pilots each year at Belora airport, while a new Basic Maintenance Training Organisation is also planned near Air India's MRO hub in Bengaluru. From FY27, it will run a two-year certified AME programme followed by two years of on-job training, which will build a pipeline of skilled engineers for India's fast-growing aviation industry.

OTHER NEWS

PLAY Airlines has ceased operations © PLAY Airlines

PLAY Airlines has stopped flying after announcing the immediate closure of its business on Monday, September 29. The Icelandic low-cost carrier said performance had failed to match expectations while recent months brought poor ticket sales, leaving the airline unable to continue. PLAY was launched in 2021 as a successor to WOW Air and its aim was to connect Europe and North America through Iceland at low fares. The carrier built a fleet of ten Airbus A320neo and A321neo aircraft which were painted in striking red, operating from Keflavík International Airport to more than 30 destinations and in 2024 the airline carried over 1.6 million passengers. Load factors had shown promise, but bookings weakened during the last weeks and months, while rising costs and soft demand left PLAY struggling to fill seats. Despite efforts to stimulate sales, the downturn proved too severe and the sudden shutdown has left an estimated 1,750 passengers stranded across the network. Flights between Reykjavík, European capitals, and several US cities were cancelled without warning and travellers have been advised to seek refunds through administrators handling the insolvency as staff have been stood down and operations at headquarters in Reykjavík suspended. The closure is a setback for Iceland's aviation sector as tourism and trade depend heavily on strong air links – PLAY's grounding reduces competition and capacity on both transatlantic and regional routes. Industry observers warn that fewer seats may push fares higher.

© Shutterstock

Willis Lease Finance Corporation has confirmed that its subsidiary, **Willis Sustainable Fu**els (UK), will build a new SAF plant at **Wilton International** in **Teesside**. The facility will be located within the Wilton International industrial site, which is owned and operated by Sembcorp Utilities (UK). Once operational in 2028, it aims to produce 14,000 tonnes of sustainable aviation fuel annually. The fuel is expected to cut greenhouse gas emissions by more than 80% compared with traditional jet fuel. Dr Amy Ruddock, Senior Vice President for Strategy, Sustainability and Transformation, highlighted the importance of the location. She said Wilton International offers the infrastructure and strategic positioning required for advanced fuel production. She added that the site will play a vital role in the UK's energy transition, while also strengthening the local supply chain. Earlier this year, the UK Department for Transport awarded the project a £2.9 million (US$3.9 million) grant under its Advanced Fuels Fund. The grant will support development from July 2025 to March 2026. The facility will use sustainable biomethane, sourced from waste, to produce aviation fuel. Willis Sustainable Fuels is collaborating with Johnson Matthey and Axens as technology partners, while McDermott will lead the engineering. The project is expected to generate around 50 permanent skilled jobs once operations begin, while a further 200 positions will be created during construction. Willis Lease Finance Corporation stressed that the Wilton International site provides the right foundation for advancing sustainable aviation in the UK. The project highlights both environmental responsibility and economic opportunity for Teesside.

Lyon Airport © VINCI Airports

VINCI Airports has announced that **Lyon Airport** has reached net zero emissions as of May 2025. This is the first airport in France with more than ten million passengers to achieve this milestone, though **Toulon Airport** reached the target in 2023. Lyon Airport's environmental action plan, managed by VINCI Airports since 2016, has cut direct CO2 emissions by 94%. This reduction covers scopes one and two between 2013 and 2024, with several measures enabling the achievement. Solar power is now produced for self-consumption, lighting is fully LED, and all electricity used is green with guarantees of origin. Heating is now provided by 100% biogas, also certified with guarantees of origin. The airport also recovers heat from co-generation based on biogas and the vehicle fleet has been optimised and partly electrified. Air conditioning has been improved through new equipment, better management, and prevention of refrigerant leaks. The original target year was 2026, but Lyon Airport reached net-zero one year early. The airport has pledged to keep emissions below 500 tonnes of CO2 equivalent per year And residual emissions are offset through local reforestation projects. These projects, certified under the 'Low Carbon Label', were launched in 2021 and 2022 with local partners. The Rhône Department and the National Forestry Office are both involved. The sites are in the northern Beaujolais region of France. Lyon Airport has also obtained ACA5 certification which recognises both the reduction of direct emissions and support for stakeholders.

OTHER NEWS

Lufthansa to axe 4,000 jobs in drive for leaner future

At its Capital Markets Day in Munich, the Lufthansa Group unveiled a sweeping strategic overhaul, setting out ambitious financial targets and announcing deep job cuts as part of a push towards sharper efficiency and higher shareholder returns. The airline group reaffirmed its intent to reshape its organisational and operational structures, aiming for tighter integration between airlines and group functions. This shift is designed to reduce duplication, streamline decision-making, and accelerate the use of digital tools and artificial intelligence. Executives promised that these changes would lift profitability beyond historical records, with new financial benchmarks set for 2028–2030.

Targets include:

- Adjusted EBIT margin of 8–10%
- Adjusted Return on Capital Employed of 15–20%
- Annual Adjusted Free Cash Flow of over €2.5 billion

The Group also pledged to preserve financial strength by maintaining a conservative liquidity buffer of €8–10 billion, keeping an investment-grade credit rating, and upholding its dividend policy of distributing 20–40% of net income. Central to Lufthansa's transformation is a drastic restructuring of its workforce. The company disclosed plans to eliminate around 4,000 jobs worldwide by 2030, the majority in Germany. These cuts will focus on administrative rather than frontline operational roles, reflecting the automation and efficiency gains from digitalisation and AI. Management emphasised that the redundancies will be carried out in dialogue with unions and works councils. By concentrating on overhead reductions rather than flight operations, Lufthansa seeks to preserve customer-facing services while trimming costs in the back office. The aim is to remove overlapping tasks across subsidiaries and introduce leaner structures capable of delivering higher returns. For investors, the message was clear: Lufthansa intends to be not just resilient but more profitable, with sustainable returns built on efficiency and financial discipline. The planned job cuts, though painful, are positioned as necessary sacrifices to underpin a leaner, more technologically advanced airline group ready for the next decade.

(€1.00 = US$1.17 at time of publication).

The new venture BRAVODELTA will specialise in providing strategic transactional support for complex aircraft trades
© Shutterstock

Aviation experts **Bryson Monteleone**, founder of **BPMaero LLC** and formerly with **PwC Ireland**, and **Philip Carey**, founder of **Engage Aviation**, have partnered to launch **BRAVODELTA Aero-Ops** (BRAVODELTA). The new venture will specialise in providing strategic transactional support for complex aircraft trades often considered challenging within the market. With more than three decades of combined advisory and trading experience, the BRAVODELTA team has already shown its ability to trade aircraft previously regarded as "untradeable." "We have designed BRAVODELTA to work specifically on selective transactions where our expertise, acumen and network can provide substantial value for owners," said Bryson Monteleone, Principal at BRAVODELTA. "We intend to focus on trades that require more time and attention. Demand for this support continues as certain aircraft remain out of reach due to regulatory or other constraints. Our network includes parties who recognise the long-term value of trading unencumbered aircraft. Current opportunities span mainline passenger and freighter aircraft, business jets and even military platforms." Monteleone brings nearly 30 years of experience across corporate and commercial aviation, particularly in aviation finance. His background includes aircraft appraisal, valuation, lease advisory, technical consulting, and remarketing. At PwC Ireland, he served as senior advisor within the Aviation Finance Advisory Services team, where he led portfolio valuation, due diligence, and transaction advisory work. He is currently a member of the ISTAT Board of Directors Executive Committee and serves on the Board of Impact, an organisation supporting sustainable aviation. Phil Carey founded Engage Aviation in 2006, building a reputation for client-focused services and strategic fleet management. His expertise spans collaboration with major financial institutions and leasing firms on aircraft sales and fleet optimisation. Under his leadership, Engage Aviation became a respected player in the sector, recognised for its innovative approach and high standards.

INDUSTRY PEOPLE

Andy Schneider (l) and Jason Berry (r)

• Alaska Air Group has unveiled major leadership changes. The moves highlight its focus on operational excellence and its people-first culture. Chief Operating Officer **Constance von Muehlen** will retire after nearly 15 years with Alaska Airlines. She joined in 2011 and became COO in 2021. During her tenure, she guided the airline through growth and transformation. Her leadership strengthened safety, reliability and innovation. **Jason Berry** will succeed von Muehlen as COO. A 30-year aviation veteran, he is currently president of Horizon Air and executive vice president of cargo at Alaska Air Group. His career spans senior roles at Air Canada, Cargolux and McGee Air Services. He is recognised for operational expertise and a leadership style that balances precision with empathy. Berry will assume the role on November 3, 2025. Von Muehlen will remain until February 2026 in an advisory position to ensure a smooth handover. With Berry stepping into the COO role, Horizon Air will see new leadership. **Andy Schneider**, now Senior Vice President of people at Alaska Airlines, will become CEO and President of Horizon. Schneider has been with the group for more than 35 years. She has held key positions in operations and customer service, including vice president of inflight and call centre services. At Alaska, she has shaped culture and talent strategy, leaving a lasting mark on the organisation. Her appointment signals continuity and a steady hand to lead Horizon into its next phase.

INDUSTRY PEOPLE


Steve Sinquefield

• StandardAero has confirmed the retirement of **Steve Sinquefield**, its Chief Legal Officer for more than a decade. Sinquefield will step down at the end of 2025, bringing to a close a distinguished 40-year career in aviation law. To ensure continuity, **Michael L. Kaplan** will re-join the company as Chief Legal Officer on October 6, 2025. Kaplan previously served as senior vice president, general counsel, chief security officer, and secretary at StandardAero. He will succeed Sinquefield and report directly to **Russell Ford**, Chairman and Chief Executive Officer. Kaplan returns with over 25 years of legal and executive leadership experience. Most recently, he was senior counsel at Norton Rose Fulbright, where he advised on corporate, securities, and mergers and acquisitions. His earlier roles include more than a decade as Chief Legal Officer at M.D.C. Holdings, Inc. and Red Robin Gourmet Burgers, Inc. His background spans compliance, governance, and corporate transactions across a range of industries. "We are delighted to welcome Michael back to StandardAero," said Ford. "He brings deep expertise, knowledge of our business, and a proven record of success. His leadership will be vital as we continue to execute our growth strategy." Ford also paid tribute to Sinquefield. "We are grateful to Steve for his outstanding service. Over the past ten years, he has been central to StandardAero's transformation and success. His contribution has helped shape us into the global leader we are today. We wish him every happiness in his well-earned retirement." Sinquefield's career includes senior legal posts with Beechcraft Aircraft Company, Raytheon Aerospace Services, Vertex Aerospace, L-3 Communications Integrated Systems, and Tenax Aerospace Holdings, before joining StandardAero. He will remain with the company through the end of 2025 to support a smooth transition.

• Willis Lease Finance Corporation (WLFC) has appointed **Pascal Picano** as Senior Vice President, Aircraft Leasing & Trading. Effective immediately, Picano will report directly to Chief Executive Officer **Austin C. Willis** and collaborate closely with **Marc Pierpoint**, Senior Vice President and Head of Trading & Investments, as the company sharpens its focus on portfolio expansion and strategic growth. This newly created role underlines WLFC's ambition to scale its aircraft leasing platform while investing in next-generation assets aligned with the evolving needs of the aviation sector. Picano will be responsible for broadening the company's aircraft portfolio, complementing Pierpoint's ongoing oversight of the engine leasing and trading business. Welcoming the appointment, Chief Executive Austin C. Willis praised Picano's reputation in aviation finance, noting: "Pascal has been a trusted figure in aviation finance for decades, and we are delighted to welcome him to the WLFC senior leadership team. He will be an invaluable addition, bringing deep expertise, an entrepreneurial spirit, and a proven track record to our organisation." Picano brings more than 25 years of international experience in aviation finance, specialising in aircraft acquisitions, leasing, and capital markets. Most recently, he served on the Board of Directors at Avia Solutions Group, following senior leadership positions at Carlyle Aviation Partners, formerly Apollo Aviation Group. His career has been marked by structuring complex transactions, raising equity and debt financing for aircraft deals, and leading high-performing teams across the aviation sector.


Jimmy Hill

• Aviation Technical Services (ATS) has announced a major leadership transition with the appointment of **Jimmy Hill** as Senior Vice President of Ranger Air Aviation (Ranger Air). He succeeds **Rob Hill**, who is retiring after more than two decades at the helm, having co-founded Ranger Air in 2002 with a small group of partners. Rob Hill's departure marks the end of an era, while Jimmy Hill's arrival signals a new chapter aligned with ATS's recently restructured business model. The shift follows a wider realignment introduced to ATS and Ranger Air employees in May 2024. Under the new structure, ATS has integrated sales, strategic development, and entrepreneurial leadership across its component repair, sales, and engineering divisions. The reorganisation reflects the company's ambition to streamline its operations and strengthen its position in the aviation aftermarket. As part of this plan, Ranger Air continues to focus on the rapidly growing used serviceable materials (USM) trading and parts distribution markets, areas that have seen notable momentum in recent years. Jimmy Hill brings with him a wealth of experience from across the aerospace industry. Most recently, he was Vice President of Sales and Marketing at MRO Holdings, where he successfully drove growth in the heavy maintenance sector. His earlier career includes senior roles at CFM Materials, GE Aviation Materials, Pratt and Whitney, AAR Corp, and Aviall. This breadth of expertise underlines his deep knowledge of USM, aero engine maintenance, and airframe services, as well as asset sales, trading, and leasing. His appointment is expected to strengthen ATS's ability to capture new opportunities in the aftermarket while continuing to expand Ranger Air's market reach. With his proven track record in sales growth and strategic development, Jimmy Hill is well placed to lead Ranger Air into its next phase, building on the strong foundation laid by Rob Hill. In taking up this role, he not only steps into a leadership position at a pivotal moment for ATS but also inherits the responsibility of guiding a business unit that has become increasingly influential in shaping the commercial aviation supply chain.

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THE AIRCRAFT AND ENGINE MARKETPLACE

Commercial Jet Aircraft

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

Regional Jet / Turboprop Aircraft

Aircraft Type	Company	Engine	MSN	Year	Available	Sale / Lease	Contact	Email	Phone
SAAB 2000	Jetstream Aviation Capital	AE2100A	031	1996	Now	Sale / Lease	Donald Kamenz	dkamenz@jetstreamavcap.com	+1 (305) 447-1920 x 115
SAAB 340B CRG	Jetstream Aviation Capital	CT7-9B	224	1990	Now	Lease	Bill Jones	bjones@jetstreamavcap.com	+1 (305) 447-1920 x 102
SAAB 340B Plus	Jetstream Aviation Capital	CT7-9B	450	1998	Now	Lease	Bill Jones	bjones@jetstreamavcap.com	+1 (305) 447-1920 x 102

Commercial Engines

AE3007 Engines	Sale / Lease	Company	Contact	Email	Phone
(8) AE3007A1	Now - Sale	Newcastle Aviation	Steve Hendrickson	steveh@newcastleaviation.com	952-223-0317

CF34 Engines	Sale / Lease	Company	Contact	Email	Phone
(1) CF34-10E	Now - Sale	Lufthansa Technik AERO Alzey	Johannes Otto	johannes.otto@lhaero.com	+49-151-589-39560
(2) CF34-10E	Now - Lease				
(1) CF34-8C5	Now - Sale / Lease	ASI Aero	Dave Silvers	daves@asiaero.net	+561.931.6650
(1) CF34-10E6	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(1) CF34-10E5	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
(2) CF34-3A	Now - Sale	GNS	Shlomi Levi	shlomi@g-n-solutions.com	+972-52 850 8511
(1) CF34-10E5A1	Now - Lease	DASI	Joe Hutchings	joe.hutchings@dasi.com	+ 1 954-478-7195

Commercial Engines

CFM Engines	Sale / Lease	Company	Contact	Email	Phone
(3) CFM56-5C4	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(1) CFM56-5B4/P	Now - Lease				
(1) CFM56-5B4/P	Now - Sale	BBAM	Steve Zissis	info@bbam.com	+1 787 665 7040
(1) CFM56-7B26	Now - Lease				
(1) CFM56-7B26/3	Now - Lease				
(4) CFM56-5B6/P	Now - Sale				
(3) CFM56-5B5/P	Now - Sale				
(1) CFM56-7B26	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
LEAP Engines	**Sale / Lease**	**Company**	**Contact**	**Email**	**Phone**
(1) LEAP-1B28	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950

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) GTCP331-200ER, (2) GTCP131-9A,	Now - Sale	Setna IO	David Chaimovitz	david@setnaio.com	+1-312-549-4459
(1) GTCP131-9B					
(1) A321 Enhanced Landing Gear 2020 OH					
(4) APU EMB145LR, Model: 4504113A	Now - Sale	Newcastle Aviation	Steve Hendrickson	steveh@newcastleaviation.com	952-223-0317
(3) CFM56-7B Engine Stands	Now - Sale	KMS Aero Investments	Sharon Brady	enginestands@kmsaeroinvest.com	+353 0868161287
(4) EMB145 LG Shipsets	Now - Sale	Newcastle Aviation	Steve Hendrickson	steveh@newcastleaviation.com	952-223-0317
(1) GTCP36-150	Now - Sale	GNS	Shlomi Levi	shlomi@g-n-solutions.com	+972-52 850 8511
(3) A340 LG Shipset, (1) B777 LG Shipset (4) B737 LG Shipset,		GA Telesis		landinggearsales@gatelesis.com	
(10) A320 LG Shipset, (2) B757 LG Shipset					
GTCP131-9A (2), GTCP131-9B(2)	Now - Lease	REVIMA APU	Olivier Hy	olivier.hy@revima-apu.com	+33(0)235563515
(1) GTCP331-200, (1) GTCP331-250	Now - Lease				
APS500C14(3), APS1000C12(2), APS2000	Now - Lease				
APS2300, APS3200(2), APS5000(2)	Now - Lease				
PW901A(4), PW901C(2)	Now - Sale / Lease				
TSCP700-4E	Now - Sale				
(7) 131-9A, (2) 131-9B (Max compliant), (1) APS3200, (3) 331-500, (1) APS2300		GA Telesis		apu@gatelesis.com	+1-954-849-3509
(4) 131-9B, (2) APS3200 "C", (1) 85-129H, (1) 331-350, (3) 331-200					
Engine stands: CF6-80C2, CFM56-3, CFM56-5A/B/C, PW4000				stands@gatelesis.com	+1-954-676-3111
(2) APU GTC131-9B	Now - Sale / Lease	Willis Lease	Gavin Connolly	gconnolly@willislease.com	+44 1656 765 256
Engine stands now available	Now - Lease				