

Weekly Aviation Headline News

“
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Ahmet Bolat, Chairman, Turkish Airlines
”



Turkish Airlines Boeing 737 MAX

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Turkish Airlines' tentative 150-Boeing 737 order at risk if engine deal with CFM can't be struck

Jet engines are typically sold at a loss, but manufacturers make money on servicing spread over 20 years

On September 25, to coincide with Turkish president Tayyip Erdogan's meeting with US President Donald Trump at the White House, Turkish Airlines announced a tentative order for 150 Boeing 727 MAX aircraft. The deal was subject to separate engine negotiations with CFM International, the sole engine supplier for the 737 MAX and which is co-owned by GE Aerospace and Safran. This potential deal is being widely watched as it is part of a major fleet replacement and expansion of the flag-carrying airline to around 800 aircraft by 2033, having already ordered more than 200 Airbus planes in 2023. Ultimately, much rests on negotiations with CFM over the cost and nature of the after-sales maintenance contract. "If CFM comes to feasible economical terms, then we are going to sign with Boeing," Bolat told Reuters news agency in Stockholm late last Wednesday. He added that negotiations had made some headway, but disagreements on costs still existed. "If CFM continues its stance, we'll change to Airbus. With Airbus, I have choices," Bolat said, referring to the

European planemaker's two engine suppliers. A spate of engine shortages and growing maintenance delays has pushed up the price of engine parts and created growing unrest between suppliers and airlines across the industry. Airlines, globally, have expressed their frustration over the disruption, including Turkish Airlines, which is facing delays linked to Pratt & Whitney engines on its existing Airbus fleet. Engine makers have argued they need to be rewarded for huge financial risks. According to industry sources, at the heart of the Turkish Airlines' dispute is who should bear the most risk on the cost of long-term repairs, industry sources said. Jet engines are typically sold at a loss, but manufacturers make money on servicing spread over 20 years. Rather than charge for repairs as they arise, they often negotiate long-term deals priced by the flight-hour. However, an increase in the level of wear and tear on modern engines has increased the risk element for engine makers. Turkish Airlines would appear to be holding out for such a deal. CFM has appeared more hesitant

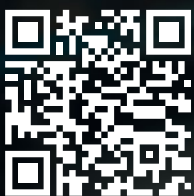
to agree to such deals in recent years, preferring to pass more work to independent shops. However, two industry sources have said it has lately shown greater flexibility on hourly deals in exchange for higher prices. Company officials recently told Reuters news agency that CFM had never stopped giving long-term hourly deals and there had been no change in its strategy of shifting more work to third parties. On a positive note for Boeing, Bolat said Turkish Airlines was still considering the troubled 777X mini-jumbo, despite recent reports of new delays, and was closely monitoring its development. The world's largest twin-engine jetliner is now expected to be ready in 2027, some seven years behind its original schedule. Bolat said Turkish Airlines remained in regular contact with Boeing, including discussions concerning the 777X, and was assessing which routes the aircraft would be best suited for. "Once we have the right time, we're going to order some 777X," Bolat said, adding that the carrier was in no rush.

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AIRCRAFT & ENGINE NEWS

Avolon delivers strong third-quarter performance in 2025

Avolon has released its update for the third quarter of 2025, reporting significant fleet activity and a series of major financing developments that underline its market strength. During the quarter, Avolon acquired 17 aircraft while selling 15, closing the period with 60 aircraft already agreed for future sale. The company also entered into letters of intent for the purchase and lease of a further ten aircraft, reflecting sustained demand across its global network. From its orderbook, Avolon successfully placed eight aircraft, which brought its placement rate to 99% for all deliveries scheduled within the next 24 months, offering investors and customers strong visibility on forward commitments. In a bold step to strengthen its position in the long term, Avolon placed an order with Airbus for 90 new aircraft. This included 75 A321neo aircraft and 15 A330neo aircraft, extending delivery schedules out to 2033 and reinforcing its strategy of investing in the latest fuel-efficient technology. By the end of the quarter, the company's total owned, managed and committed fleet stood at 1,159 aircraft, incorporating orders and commitments for 522 next-generation models. On the financing side, Avolon raised US\$2.2 billion in unsecured funding. At the same time, it repaid US\$829 million of existing secured debt and completed a US\$1 billion tender offer. These actions not only enhanced the duration of its debt profile but also increased the proportion of unsecured funding within its capital structure, improving both financial flexibility and resilience. Avolon continues to cement its role as a global leader in aviation finance, with its disciplined fleet management, robust orderbook, and proactive funding strategy ensuring that it remains well positioned for future growth.

BOC Aviation maintains strong momentum in Q3 2025

BOC Aviation Limited has released its operational results for Q3 2025, ended September 30, 2025. The figures reflect steady progress and continued strength across the company's core activities. BOC Aviation remains well positioned in the global leasing market, supported by a disciplined approach to fleet management and funding. At the end of Q3, the company held a total portfolio of 812 aircraft and engines, including owned, managed, and on-order assets. The owned fleet consisted of 442 aircraft with an average age of five years and an average remaining lease term of 7.8 years, showing the company's focus on maintaining a modern and efficient fleet. The managed fleet stood at 17 aircraft after BOC Aviation stepped down from servicing 15 aircraft. Its order book reached 343 aircraft, reflecting confidence in long-term market demand. The company's customer base covered 88 airlines across 46

Azorra finalises sale of two Boeing 777-300ERs to FPG Amentum



Azorra has finalised the sale of two B777-300ERs to FPG Amentum

© Azorra

Azorra has finalised the sale of two Boeing 777-300ER aircraft to FPG Amentum, a Dublin-based aircraft asset manager. The aircraft, with manufacturer serial numbers 61730 and 61731, will remain on lease to Philippine Airlines (PAL), the national carrier of the Philippines. Damon Connery, Chief Operating Officer at FPG Amentum, commented: "We are delighted to partner with Azorra on the acquisition of these two Boeing 777-300ER aircraft currently on lease to PAL. This transaction underlines our ongoing commitment to investing in high-quality, in-demand assets, while supporting leading carriers such as Philippine Airlines. We value the constructive approach taken by Azorra and look forward to developing this partnership further in the future." The agreement highlights Azorra's strategy of maintaining flexibility across multiple aircraft categories, while also reinforcing FPG Amentum's focus on strengthening its portfolio with established, in-service assets. With Philippine Airlines continuing to rely on the 777-300ER as the backbone of its long-haul operations, the transaction underscores closer collaboration between lessors, asset managers and a leading Asian flag carrier.

AEGEAN expands regional fleet with new ATR 72-600



Olympic Air ATR 72-600 aircraft

© AirTeamImages

AEGEAN Airlines, through its regional subsidiary Olympic Air, has added a brand-new ATR 72-600 to its fleet. Alongside the delivery, AEGEAN has placed a direct order for two additional ATR 72-600s. These aircraft are scheduled to join the fleet in December 2026. The move highlights AEGEAN's continued confidence in ATR's aircraft and demonstrates a clear commitment to modernisation and sustainable growth. Olympic Air currently operates 15 ATR aircraft. The fleet is made up of 12 ATR 72-600s and three ATR 42-600s. These turboprops serve an extensive network of domestic routes across Greece as well as selected short international connections. The ATR 72-600 is valued for its fuel efficiency, reliability, and ability to operate on shorter runways, which is crucial for Greece's many island airports. In 2024, AEGEAN and Olympic Air together carried 16.3 million passengers. A total of 19.7 million seats were offered across 47 countries. For 2025, the network covers 250 direct routes, including 55 within Greece and 195 international links. Altogether, the group will connect 162 destinations across Europe, the Middle East, and North Africa. Its fleet now stands at 85 aircraft. Looking ahead, AEGEAN plans further growth and renewal. Between September 2025 and March 2027, the group expects delivery of 14 new aircraft. This includes 11 Airbus A321neos and three additional ATR 72-600s. The new arrivals will reinforce AEGEAN's position as Greece's leading carrier and expand its role within regional and international markets. With this investment, AEGEAN underlines its ambition to strengthen connectivity, improve efficiency, and enhance passenger choice while maintaining a focus on sustainability and modern technology.

AIRCRAFT & ENGINE NEWS

countries and regions, providing strong diversification and global reach. All owned aircraft remained fully utilised during the quarter, demonstrating both robust demand and effective asset management. In total, BOC Aviation executed 34 transactions during Q3 2025. These included commitments to purchase three aircraft, the delivery of 11 aircraft, the sale of ten owned aircraft and ten new lease commitments. This activity reflected the company's disciplined and flexible approach to portfolio development. BOC Aviation also strengthened its funding base by issuing US\$500 million in 5.5-year bonds. The bonds carried a coupon rate of 4.25% per annum, or 58 basis points above the five-year US Treasury yield. The issue was well received, confirming investor confidence in the company's financial stability and credit quality. Overall, Q3 results underscored BOC Aviation's operational strength, prudent capital management, and resilience within an evolving global aviation industry.

AerSale delivers second Boeing 757 Freighter to SkyGuard Cargo



AerSale has delivered a second B757-200 PCF to SkyGuard Cargo Airlines

© AerSale

AerSale has delivered a second Boeing 757-200 Passenger-to-Freighter (PCF) to SkyGuard Cargo Airlines. The Uzbek carrier specialises in e-commerce, postal, and courier transport. This latest delivery deepens the partnership between AerSale and SkyGuard and advances SkyGuard's plan to position Uzbekistan as a key aviation hub. The Boeing 757-200PCF is well regarded for its payload capacity, range and fuel efficiency. It is also able to operate from shorter runways, a vital feature for quick and flexible delivery of parcels and post. These traits make it highly suitable for SkyGuard's medium-haul network. Nodir Hodzhaev, Chief Executive Officer of SkyGuard, commented: "We are focused on e-commerce and postal-courier transportation. The arrival of our second Boeing 757 is the next step in making Uzbekistan a major centre for international e-commerce logistics. Our clients include global marketplaces, logistics firms, and postal companies that demand speed and reliability. The Boeing 757 fully delivers on these needs." With the additional aircraft, SkyGuard can increase flight frequency and expand to new routes. This will improve stability and speed in air deliveries across the e-commerce and postal sectors. The move also strengthens the airline's growing fleet and supports its role in the expanding cargo market in Central Asia.

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Stratos agrees forward sale of A380 to Emirates

Aircraft investment specialist Stratos has confirmed an agreement to forward sell its sole-managed Airbus A380-800, MSN190, to Emirates when the lease ends in 2027. The deal was made on behalf of a group of Asia-based institutional investors. It follows a long-term lease first arranged by Stratos in 2015. This agreement highlights Stratos’ strength in handling complex aviation transactions. The company has earned a solid reputation for managing high-value aircraft and structuring deals that meet the needs of both airlines and investors. Its ability to coordinate with leading global carriers shows its expertise in balancing operational and financial priorities. For this transaction, Stratos worked closely with Emirates to ensure a smooth transition once the lease term concludes. The forward sale supports Emirates’ fleet plans and helps the airline maintain long-term access to the A380, the world’s largest passenger aircraft. The arrangement also reflects Stratos’ skill in aligning investor interests with airline strategies, ensuring stability throughout the asset’s life cycle. Cian O’Shea, Marketing Director at Stratos, said: “We are delighted to have worked with Emirates to support their long-term fleet requirements. This transaction reaffirms our ability to continue to support our airline partners and deliver best-in-class asset management services to our institutional partners.” The A380-800 MSN190 remains one of the few aircraft of its type managed independently by an investment firm rather than an airline. The forward sale marks another milestone for Stratos, demonstrating its capacity to manage assets from lease inception to final transfer. By completing this deal, Stratos strengthens its standing in global aviation finance. It continues to prove that specialist knowledge, careful structuring, and close industry partnerships are key to managing the world’s most valuable aircraft assets effectively.



Stratos will sell an Airbus A380-800 to Emirates when the lease ends in 2027

© Stratos

CDB Aviation delivers two new A320neos to Azerbaijan Airlines



Azerbaijan Airlines A320neo

© CDB Aviation

CDB Aviation has completed the delivery of two brand-new Airbus A320neo aircraft to Azerbaijan’s national carrier, Azerbaijan Airlines (AZAL). The delivery marks the successful completion of a lease agreement first announced in June 2024 and represents CDB Aviation’s debut transaction in Azerbaijan, adding AZAL as its newest customer in the region. The A320neo aircraft, powered by CFM LEAP-1A26 engines, form a key part of AZAL’s ongoing fleet modernisation programme. The initiative aims to replace the airline’s older A320 and A319 models with new-generation aircraft, offering greater fuel efficiency, lower emissions, and enhanced passenger comfort. The deliveries underscore CDB Aviation’s growing presence in the Eurasian market and reinforce its role as a strategic partner for airlines pursuing fleet renewal and sustainability goals. For AZAL, the arrival of the A320neos marks another milestone in its transformation journey, as it continues to enhance operational efficiency and meet the evolving expectations of modern air travellers.

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AIRCRAFT & ENGINE NEWS

AB Jets welcomes first Bombardier Challenger 3500



Handover of the first of three Challenger 3500 jets to AB Jets © Bombardier

Bombardier has announced that AB Jets has received its first Challenger 3500 aircraft, marking an important step for the long-time charter operator. The new jet joins AB Jets’ existing fleet of nine Learjet 60 aircraft and introduces a new level of comfort and technology. This is the first of three Challenger 3500 jets that the company plans to add, expanding its super mid-size offering. “This delivery is more than an aircraft handover; it represents the future of AB Jets,” said Andrew Bettis, President of AB Jets. “The Challenger 3500 is our flagship, a jet that elevates our ability to serve clients with more comfort and extended range. The same uncompromising focus on safety and reliability that defines our culture. We’re proud to bring this aircraft home and begin the next chapter of our story.” The Challenger 3500 draws on key design elements from Bombardier’s Global family. Its cabin includes the patented Nuage seat, designed for exceptional comfort, as well as a quiet interior and modern styling. The aircraft also introduces several industry-first technologies such as voice-controlled cabin management, 4K entertainment, wireless charging, and full compatibility with passengers’ own devices. Based in Memphis, Tennessee, AB Jets provides charter and supplemental lift services to brokers, flight departments, and operators across the United States.

MRO & PRODUCTION NEWS

AerFin and TARMAC complete A320neo teardowns

AerFin has completed the teardown of four 2017-vintage A320neo aircraft at TARMAC Aerosave’s Tarbes facility in France. Each aircraft released around 1,400 high-demand parts into the aftermarket. The aircraft were acquired earlier this year in partnership with a Middle Eastern investor. They mark the start of AerFin’s dedicated A320neo teardown programme. A fifth aircraft has since been secured and will be dismantled in the Philippines. Inventory from all five will be distributed worldwide through AerFin’s warehousing network across Europe, the Americas and Asia Pacific. The programme is designed to maximise the availability of serviceable A320neo material. It also ensures a highly efficient and sustainable recycling process. AerFin worked closely with TARMAC Aerosave to create a tailored workflow. The process prioritised the early removal of landing gear and other critical components. This approach speeds up the delivery of essential parts to airlines, lessors and maintenance providers. It helps operators maintain fleet reliability, reduce turnaround times and keep aircraft in service. The A320neo teardowns build on more than a decade of collaboration between AerFin and TARMAC Aerosave. Previous projects included the recycling of A340 and A330 aircraft. Further initiatives are expected before the end of 2025. Both companies remain committed to sustainability and supporting the global aviation industry.



AerFin, has successfully completed the teardown of four 2017-vintage A320neo aircraft at TARMAC Aerosave’s Tarbes facility in France © AerFin

Caerdav completes first Avolon aircraft transition



After signing a new general maintenance agreement with Avolon, Caerdav successfully completed a first transition check on one of its Airbus A320 aircraft © Caerdav

Caerdav has begun its new partnership with aviation leasing company Avolon, by carrying out its first transition check under a recently signed general maintenance agreement. The work was completed on an Airbus A320, preparing the aircraft for operation in Spain. Previously in service in Asia, the jet underwent a thorough transition process at Caerdav’s St. Athan base in Wales. Alongside a comprehensive airframe inspection, the number two engine was replaced following a detailed boroscope review. With all tasks completed, the aircraft was cleared to enter service with Barcelona-based low-cost airline, Volotea. Philip Swanson, Business Development Director at Caerdav, said: “Caerdav is proud of the quality of maintenance and the level of efficiency we consistently deliver to our customers, and we are keen to continue showcasing these capabilities to Avolon in the future. This new agreement is a significant step towards Caerdav being recognised as a trusted airframe MRO partner for Avolon and the wider leasing community.” Caerdav’s location at St. Athan offers an accessible, full-service MRO hub for Avolon’s fleet of more than 1,000

aircraft. The company specialises in Boeing 737 and Airbus A320 families, providing efficient and cost-conscious end-of-lease checks, redeliveries, entry-into-service work, and transition projects. A flexible approach was key to securing the agreement. Caerdav’s in-house teams are equipped to manage a wide range of unexpected requirements, delivering tailored solutions while maintaining schedules. Its capabilities extend beyond heavy maintenance to include non-destructive testing, composite repairs, paintwork, and heat treatments — all available on site. The collaboration creates opportunities for additional Avolon aircraft to be serviced at St. Athan in the future. By combining depth of technical expertise with the ability to adapt to customer needs, Caerdav is reinforcing its reputation as a dependable MRO partner for the global leasing sector.

MRO & PRODUCTION NEWS

FL Technics Wheels and Brakes accelerates growth across Europe



FL Technics aims to build Europe's largest wheels and brakes MRO network © FL Technics Wheels and Brakes

In a highly competitive market, airlines across Europe are searching for ways to reduce operating costs. Expanding fleets, record passenger demand, and the complexity of managing MRO work internally are driving many carriers to outsource services to specialised providers. Wheels and brakes maintenance is one area where outsourcing is growing rapidly. Founded in 2022, FL Technics Wheels and Brakes has quickly become Europe's second largest independent provider in this field. The company's rapid rise reflects the growing demand for outsourced expertise. "Airlines want to focus on their core operations," said Zilvinas Lapinskas, CEO of FL Technics Group. "Wheels and brakes maintenance may seem straightforward, but it adds cost and complexity. Working with a dedicated partner gives airlines greater reliability and efficiency." The company now operates four facilities across Europe: in Hanover, Budapest, Vilnius, and Bergamo. Its latest expansion, a 2,575 m² site in Bergamo, opened in 2025. From this new base, FL Technics Wheels and Brakes can serve customers in Italy, Switzerland, France, and Spain, maintaining close links with major aviation hubs. Lapinskas explained that each location was chosen for its proximity to airports and road networks, helping clients save on logistics while achieving faster turnaround times. Beyond operational performance, sustainability is central to the company's strategy. All facilities are built to the latest energy-efficiency standards and equipped with advanced technology. The Budapest site, for example, holds both EPC and BREEAM environmental certifications. Close proximity to suppliers and airports further reduces transport-related emissions. FL Technics Wheels and Brakes also promotes greener materials through partnerships with major tyre manufacturers such as Bridgestone. The company offers re-treaded tyres to lower carbon emissions, aligning with airlines' environmental, social, and governance (ESG) goals. Looking ahead, FL Technics Wheels and Brakes plans to double its workshop network by 2030, expanding coverage while continuing to champion efficiency and sustainability in Europe's MRO sector.

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

Safran installs Lithoz 3-D printers for turbine blade production

Lithoz, a frontrunner in ultra-precise ceramic 3-D printing, has installed three CeraFab System S65 printers at Safran Aircraft Engines in Gennevilliers, near Paris. The investment will allow Safran to begin serial production of complex ceramic casting cores at industrial scale. These components are essential for the cooling of next-generation turbine blades. The project builds on several years of collaboration between the two companies. Safran and Lithoz have co-developed new ceramic formulations which, when combined with Lithoz's lithography-based ceramic manufacturing (LCM) technology, offer a reliable and scalable solution. The result is a breakthrough in the use of ce-

ramic 3-D printing for aerospace applications. Raising the inlet temperature of high-pressure turbines is a key goal for future engines. To cope with these higher loads, blades must integrate advanced cooling channels. These are created during the casting process. Traditional ceramic manufacturing could not reach the required level of detail, but Lithoz's LCM technology now makes this possible. Safran selected the CeraFab System S65 for its performance, speed and compliance with strict aeronautical traceability standards. The printers also offer ergonomic design and production-ready software. According to Safran, the project's success was supported by the technical skills

and fast response of the Lithoz team, which ensured the installation was completed on schedule. Johannes Homa, CEO of Lithoz, said: "The installation of these three CeraFab S65 printers is a true milestone for both Lithoz and the aerospace industry. As Safran Aircraft Engines moves forward with serial additive manufacturing of ceramic casting cores, Lithoz is proud to provide full support for this important step." This development highlights the growing importance of additive manufacturing in aerospace. Precision, efficiency and innovation are increasingly vital as the industry works towards engines that meet future performance targets while advancing sustainability.



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FINANCIAL NEWS

Lars Wingefors expands into aviation with acquisition of TAM

The Erik Thun Group, a Swedish shipping company which has historically been involved in aircraft sales and leasing, is to leave that business area. Therefore, the Group has signed an agreement with Lars Wingefors AB for the sale of Täby Air Maintenance AB (TAM). The deal also includes the sale of three Saab 2000 aircraft. The transaction marks a new chapter for TAM, which will gain an owner with ambitions to expand its activities in both civil and defence aviation. Lars Wingefors AB is a private investment company founded by Swedish entrepreneur Lars Wingefors. He is best known as the founder and chief executive of Embracer Group, a major global video games company. Through his investment arm, Wingefors has broadened his portfolio into aviation, signalling long-term interest in the sector. Täby Air Maintenance AB, based in Örebro, Sweden, has delivered advanced maintenance and modification services since 1989. It specialises in regional aircraft such as the Saab 340, Saab 2000 and ATR aircraft. Over the years, the company has built a strong reputation for technical expertise and global reach. Under the ownership of Erik Thun AB, TAM has expanded its role in sustainable and technologically advanced aviation, becoming a trusted partner for airlines worldwide. The three Saab 2000 aircraft included in the deal will strengthen Lars Wingefors AB's existing fleet. They are expected to be offered on the leasing market, supported by TAM's long-standing maintenance knowledge. This combination of aircraft assets and specialist engineering provides a solid platform for further growth. Henrik Källsson, Deputy CEO of Erik Thun AB, praised the company's achievements under their ownership. He noted TAM's rise as a leading player in aircraft maintenance and expressed confidence in the new owner's vision and commitment to quality. With this acquisition, Lars Wingefors AB takes on both valuable aircraft and a highly regarded maintenance company, ensuring TAM continues its journey as a strong force in regional aviation.



Henrik Källsson, Deputy CEO of Erik Thun AB (l), together with Lars Wingefors, CEO of Lars Wingefors AB (r)
© Lars Wingefors

Delta reports strong financial Q3 results



© Delta Air Lines

Delta Air Lines has reported strong financial results for the September quarter of 2025, supported by solid operational performance and improving fundamentals. The airline also provided a positive outlook for the December quarter and the full year, citing continued momentum and a clear path towards sustainable growth. "Delta's competitive advantages and differentiation have never been more evident, and thanks to the hard work of our people, we continue to elevate the customer experience and extend our industry leadership," said Ed Bastian, Delta's Chief Executive Officer. "We delivered September quarter results at the top end of our expectations on a combination of strong execution and improving fundamentals. Momentum is continuing into the final stretch of our Centennial year, positioning us to deliver strong December quarter

earnings. Looking to 2026, Delta is well placed to achieve top-line growth, margin expansion and earnings improvement consistent with our long-term financial framework." For the September quarter, Delta reported GAAP operating revenue of US\$16.7 billion and operating income of US\$1.7 billion, representing an operating margin of 10.1 per cent. Pre-tax income totalled US\$1.8 billion, with a pre-tax margin of 10.7 per cent, and earnings per share reached US\$2.17. Operating cash flow stood at US\$1.8 billion, while payments towards debt and finance lease obligations amounted to US\$459 million. At quarter end, total debt and finance lease obligations were US\$14.9 billion. On a non-GAAP basis, operating revenue was US\$15.2 billion, with operating income of US\$1.7 billion and an operating margin of 11.2 per cent. Pre-tax income came to US\$1.5 billion, giving a pre-tax margin of 9.8 per cent, and earnings per share were US\$1.71. Operating cash flow remained steady at US\$1.8 billion. With continued demand, disciplined cost management and strong execution, Delta remains confident in delivering another profitable year and entering 2026 in a position of strength.

MILITARY AND DEFENCE

Sweden secures C-390 fleet to bolster European defence



Sweden has opted for four C-390 Millennium aircraft with options for seven additional aircraft

© Embraer

Sweden has confirmed the purchase of four C-390 Millennium multi-mission aircraft from Embraer. The agreement also secures seven additional purchase options, opening the door for future acquisitions and signalling rising interest among European partners. This contract is part of a wider trilateral framework linking Austria, Sweden, and the Netherlands. The arrangement promotes joint procurement, interoperability, and long-term collaboration centred on the C-390 platform. By signing seven purchase options, Sweden demonstrates a firm commitment to modernising tactical airlift across Europe and encourages others to align their defence strategies with a common system. The signing ceremony took place at Uppsala Air Base. It was hosted by Major General Jonas Wikman, Commander of the Swedish Air Force, and attended by Defence Minister Pål Jonson. Representatives from other C-390 operators, including Brazil, Portugal, Hungary, the Czech Republic, Austria, and the Netherlands, were also present. Their participation underlined the shared commitment to build a robust European network around this aircraft. With the order, Sweden joins the Netherlands and Austria, who together secured nine aircraft in 2024, in strengthening NATO's collective airlift capability. This move marks Sweden's first step into the broader C-390 family, linking the country to a network of operators that can coordinate more effectively in training, maintenance, and operational deployment. Choosing the C-390 Millennium provides Sweden with a versatile, modern transport aircraft capable of performing a wide range of missions. Beyond operational flexibility, the decision ensures greater interoperability with NATO allies and allows Stockholm to benefit from economies of scale in lifecycle support and training. The acquisition reflects both a national priority to update defence capabilities and a collective European aim to standardise tactical airlift platforms. In doing so, Sweden positions itself at the heart of a new era of cooperation, where shared platforms will reduce costs, improve readiness, and ensure a more agile European defence posture.



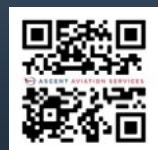
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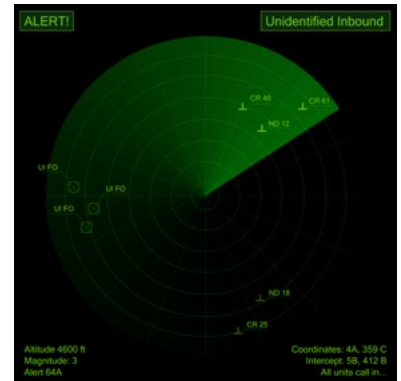
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MILITARY AND DEFENCE

Firefly's purchase of SciTec is a US\$855 million leap into defence data dominance

Firefly Aerospace has agreed to acquire SciTec for about US\$855 million. The deal combines US\$300 million in cash with US\$555 million in Firefly shares, issued at US\$50 per share. SciTec brings advanced software analytics, remote sensing, and multi-phenomenology data skills. These capabilities support missile warning, surveillance, reconnaissance, and space domain awareness. They also include autonomous command and control functions that align with Firefly's launch and lunar services. SciTec adds powerful data processing technologies. Its AI-enabled systems are designed for low latency operations, supporting rapid threat detection and response. These tools enhance multi-domain operations and provide a sharper defensive edge. Financially, SciTec is a proven performer. It recorded revenues of about US\$164 million for the year ending June 30, 2025. This growth stemmed from contracts with defence, intelligence and commercial customers. Notably, the U.S. Space Force granted SciTec a US\$259 million contract earlier in 2025. The project advances the Future Operational Resilient Ground Evolution (FORGE) framework, delivering scalable and cyber-secure processing for missile tracking missions. SciTec's headquarters are in Princeton, New Jersey, with five more facilities located near key defence clients. This footprint gives Firefly greater proximity to vital government and security agencies. The transaction is expected to close by the end of 2025, subject to regulatory approval and customary closing conditions. After completion, SciTec will operate as a Firefly subsidiary under its current structure and CEO Jim Lisowski will continue to lead the business, reporting directly to Firefly's CEO Jason Kim. With this move, Firefly broadens its portfolio beyond space launch and lunar services. It now enters a deeper role in national defence, combining space innovation with mission-critical security expertise. The acquisition cements Firefly's ambition to become a key force across the entire space and defence technology spectrum.



The addition of SciTec's full-stack software and big data processing capabilities expands Firefly's responsive launch, land, and orbit mission services for space and defence customers © Shutterstock

Boeing wins contract for more MH-139A Grey Wolf helicopters



An MH-139A conducts an early morning flight © Boeing/Fred Troilo

Boeing has been awarded a new contract worth more than US\$173 million by the U.S. Air Force to produce eight additional MH-139A Grey Wolf helicopters. The agreement also covers training and sustainment support. It follows a previous US\$178 million contract signed in April for seven aircraft, bringing the total number now under contract to 34. This latest order includes the first aircraft expected to be deployed to Minot Air Force Base in North Dakota. The Air Force recently completed its initial operational test and evaluation flights as the MH-139A programme advances towards achieving initial operational capability. The successful testing marks another milestone in preparing the helicopter for operational deployment. So far, Boeing has delivered 18 aircraft to the Air Force, including 12 produced under low-rate initial production. Deliveries for the first operational unit at Malmstrom Air Force Base in Montana were completed earlier this year. Boeing expects to deliver four more aircraft before the end of the year, continuing to build momentum for the programme.

The MH-139A Grey Wolf is based on the proven Leonardo Helicopters AW139 platform. Boeing has adapted the aircraft with specialised military equipment to meet the Air Force's operational needs. The helicopter is designed for a range of missions, including patrol, search and rescue, and the transport of troops and cargo. Its combination of versatility, reliability, and endurance makes it a key asset for national defence operations. Robert Beyer, MH-139 Senior Programme Manager at Leonardo Helicopters, said: "The MH-139A Grey Wolf represents the best of partnership and proven capability. By building on the trusted AW139 platform, we've delivered a versatile aircraft that is already showing its value to the U.S. Air Force. With each new order, we continue to strengthen national security while supporting American manufacturing and jobs."

GKN Fokker and Airbus Helicopters deepen partnership

GKN Aerospace's Dutch business, GKN Fokker, has signed a new memorandum of understanding (MoU) with Airbus Helicopters. The signing took place on October 1, during the visit of Their Majesties King Willem-Alexander and Queen Máxima of the Netherlands to Airbus in Toulouse. The royal visit underscores the strategic value of the long-standing relationship between Airbus, the Netherlands, and the wider Dutch aerospace sector. The new MoU follows the recent purchase of 12 Airbus H225M helicopters by the Dutch Ministry of Defence. It strengthens collaboration between GKN Aerospace and Airbus Helicopters and supports the development of key systems for the H225M Caracal. This includes work on electrical wiring interconnection systems (EWIS) and advanced composite technologies. Together, these efforts aim to enhance European defence cooperation and promote greater industrial autonomy. This agreement builds on the MoU signed between the two companies in 2023. That earlier accord set the stage for joint work in engineering, EWIS design and manufacturing, and aerostructures. The new partnership extends that cooperation, aligning both firms around shared innovation goals and expanding their contribution to Europe's aerospace capabilities. Airbus Helicopters and GKN Fokker already have a strong track record of collaboration. They work together on the NH90 military helicopter as part of the NHIndustries consortium, which also includes Leonardo. This long-standing partnership has established deep industrial ties and mutual trust between the companies. With the new MoU, both organisations reaffirm their commitment to advancing aerospace innovation and supporting the Dutch and European defence industries. The collaboration will also strengthen ties between industry and government, helping to ensure that the Netherlands remains a key player in the European aerospace and defence ecosystem.



H225M helicopter

© GKN Aerospace

INFORMATION TECHNOLOGY

Veryon, a provider of information services and software solutions for the aviation industry, has introduced Veryon AIRE. This AI-powered data intelligence platform is designed to redefine how operators maximise aircraft availability, airworthiness, and reliability. Veryon AIRE combines the industry's largest de-identified dataset with proven data science and decades of real-world aviation expertise. It powers conversational, predictive, and decision-support capabilities that help operators turn unscheduled events into more scheduled and expected outcomes. Maintenance teams gain efficiency, foresight, and confidence in every decision.

Smarter, faster fixes: The system recommends the most likely corrective actions to increase first-time fix rates. It also allows technicians to ask publication-specific questions and go straight to troubleshooting steps. **Intelligent fleet management:** The platform automates routine tasks, lowers maintenance costs, and

optimises critical maintenance planning and inventory control.

Enhanced reliability: Veryon AIRE identifies chronic issues, rogue components, and short-life parts. It also tracks degradation trends early, preventing unexpected aircraft-on-ground events.

How AIRE powers the Veryon portfolio: Veryon AIRE brings generative AI to life across the product suite in three ways — conversational intelligence, predictive analytics, and decision support. Together, these features strengthen efficiency and provide valuable insights for operators.

Veryon Diagnostics: AIRE acts as an analytics engine that mines logbook data and manuals. It delivers insights such as operator versus global fix rates, quick troubleshooting references, and detailed defect histories tied to the initial symptom.

Veryon Tracking: AIRE serves as a conversation-



Veryon Aire AI platform

© Veryon

al AI interface for maintenance and inventory data. Operators can check aircraft status, manage parts, plan for maintenance, and maintain continuous compliance.

Veryon Publications: AIRE enhances technical publications with a conversational AI interface. Engineers can ask questions about work instructions or tasks and identify the exact parts required, making complex information instantly actionable.

OTHER NEWS



Air Sierra Leone is to implement Moment's wireless in-flight entertainment solution across its fleet © Moment

Moment, a specialist in digital onboard solutions for the aviation industry, has been selected by **Air Sierra Leone**, the country's new national carrier, to implement a wireless in-flight entertainment (W-IFE) solution across its fleet. The agreement marks Moment's second contract on the African continent this semester, following a recent deal with a regional airline. Established in late 2024 and based at Freetown International Airport, Air Sierra Leone launched commercial services in January 2025. Its first route connected Freetown with Lagos, operated by a leased Embraer ERJ 145. Since then, the airline has expanded both its network and its fleet, introducing Boeing 737 MAX aircraft to support its ambition of becoming a dynamic regional and international operator. Air Sierra Leone aims to combine modern travel choices with competitive fares and dependable service, catering to

both local and international markets. As part of the collaboration, Moment is equipping the airline's Boeing 737 MAX aircraft with its Flymingo Box, a compact wireless IFE server. The system enables passengers to stream films, television programmes, podcasts and other content directly to their own devices, via a platform designed to reflect Air Sierra Leone's brand identity. Beyond providing the technology, Moment also acts as Content Service Provider, sourcing and integrating a tailored entertainment package. The line-up will feature 20 films, 20 television shows, ten documentaries, ten podcasts, ten animated programmes and ten games. To meet the needs of Air Sierra Leone's international audience, all content will be available in English, French and Spanish. The introduction of Moment's W-IFE solution underlines Air Sierra Leone's commitment to delivering a modern and competitive passenger experience, while strengthening the airline's position as a new force in West African aviation.

Avi8 Air Capital (Avi8) has announced the completion of its business plan for the possible relaunch of **Pan American World Airways** (Pan Am) as a scheduled airline. The news follows a partnership formed in June 2025 between Pan Am brands, part of **Pan American Global Holdings LLC**, and Avi8 Air Capital. The agreement was created to study the feasibility of bringing the famous Pan Am® name back to commercial service. Following this work, Pan Am has formally begun the certification process with the Federal Aviation Administration (FAA). This marks an important step towards becoming a fully certified U.S. Part 121 scheduled carrier. The process remains subject to all required approvals from both the FAA and the U.S. Department of Transportation (DOT). Avi8 has built a strong team of aviation experts to lead the certification effort. The company has also received early support from aircraft lessors and key industry partners, showing confidence in the project's progress. If certification is approved, Pan Am® will be based in Miami and operate a fleet of Airbus aircraft. Miami has been chosen for its historic connection to Pan Am and its strategic role as a hub for travel across the Americas. Further updates on the certification and next steps will be shared over the coming months. The relaunch aims to revive the Pan Am legacy for a new generation of travellers. It will combine modern technology and efficiency with the airline's original spirit of innovation, style, and service. AVI8 Air Capital brings deep experience to the venture. The firm specialises in aviation finance, strategy, and airline management. Over the past four decades, Avi8 has helped launch two U.S. regional airlines, led the privatisation of a major international carrier, guided certification for two U.S. Part 121 airlines, and developed a US\$2 billion aircraft leasing platform for a global investment bank. With this background, Avi8 is well positioned to help Pan Am take flight once again.



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OTHER NEWS

In its latest **Global Services Forecast (GSF)**, **Airbus** predicts that global demand for aviation services will rise by 10% year on year in 2025 and continue to expand alongside the growth in air traffic. By 2044, the total market value is expected to reach around US\$311 billion, representing a compound annual growth rate of 3.6%. With nearly half of the world's fleet of aircraft above 100 seats produced by Airbus, the service market supporting these aircraft offers significant long-term potential. Global passenger numbers are forecast to reach five billion in 2025, placing increasing pressure on airlines to maintain high fleet availability, reliability, and operational performance. As air travel expands, Airbus is broadening its role from manufacturer to strategic services partner, providing customers with comprehensive support throughout the aircraft lifecycle. The GSF identifies five main areas driving this expected growth as the global commercial fleet nearly doubles to more than 49,000 aircraft by 2044 and annual passenger numbers reach 10 billion. Off-Wing Maintenance will remain the largest segment, growing from US\$107 billion in 2025 to US\$218 billion by 2044, driven by the ageing and expanding fleet. Material supply, which represents 85% of this category's value, highlights the increasing need for dependable parts support and repair capability. On-Wing Maintenance will rise from US\$21 billion to US\$34 billion, covering inspections and heavier maintenance checks in line with fleet expansion. Modifications and Upgrades will increase from US\$12 billion to US\$17 billion, reflecting the demand for enhanced cabins and systems that improve passenger comfort and extend aircraft lifespan. Digital and Connectivity will be the fastest-growing sector, climbing from US\$9 billion in 2025 to US\$26 billion by 2044, as airlines adopt smart technologies such as predictive maintenance, data-driven operations, and seamless onboard connectivity. Training will also expand from US\$10 billion to US\$17 billion, with more than 2.35 million new aviation professionals required by 2044, including 633,000 pilots, 705,000 technicians, and 1.01 million cabin crew. "With the reclustered of the Airbus GSF, we now consider a broader ecosystem in which our customers operate," said Cristina Aguilar Grieder, SVP Customer Services at Airbus. "Digital solutions are becoming powerful multipliers, enabling operators to grow without compromising reliability or cost. This could unlock more than US\$83 billion in annual operational savings, as the number of digitally connected aircraft increases from 11,000 today to over 40,000 by 2044." Airbus is also examining two additional areas of customer demand. Maintenance Operations Support covers engineering services, technical records, inventory management, and fleet-wide planning for both operators and MROs. Ground Operations focuses on the link between airside efficiency and aircraft turnaround performance, where technological developments are driving

Lufthansa Technik (LHT) and **HENSOLDT** have unveiled a new generation of onboard recorders for the Airbus A320 family, offering major advances in data storage, reliability, and maintenance efficiency. These next-generation cockpit voice and flight data recorders (CVR/FDR) exceed the latest international standards while providing airlines with a practical retrofit option to meet forthcoming regulatory changes. Under new U.S. rules introduced through the FAA Reauthorization Act 2024, commercial aircraft must now retain cockpit voice and flight data recordings for at least 25 hours, a significant increase from the previous two-hour limit. Existing aircraft must be upgraded to comply by 2030, and similar legislation is expected elsewhere. The HENSOLDT-Lufthansa Technik solution anticipates these developments, ensuring operators remain ahead of global safety mandates. The new SferiRec recorders store far more data than required. The cockpit voice recorder can capture up to 45 hours of crew conversations and 170 hours of datalink communications, while the flight data recorder holds up to 1,600 hours of flight parameters. Drawing on nearly four decades of HENSOLDT's expertise, particularly in military systems, the devices deliver exceptional durability and performance. A key innovation lies in the ability to access stored data directly from the aircraft. Using the on-wing Readout Kit—a software tool that runs on a standard laptop—technicians can download information without removing the units. This feature simplifies maintenance, cuts costs, and reduces dependency on limited replacement stocks. Thanks to an improved mean time between failures, unscheduled removals and OEM service interventions become much rarer. Lufthansa Technik, through its EASA Part 21J-certified design organisation, has developed retrofitted kits enabling seamless "plug-and-play" integration into existing A320 systems. Certification for further Airbus and Boeing types is already under way. Supported by Lufthansa Technik's global network, airlines gain around-the-clock technical assistance, ensuring smooth adoption of the new recorders and enhanced operational resilience for years to come.



© Lufthansa Technik



A321XLR in Air Canada livery

© Airbus

Air Canada's network planning team is eagerly awaiting the arrival of its first **Airbus A321XLR**. The aircraft will open new markets and reshape the airline's medium-haul international network. For years, the team has been studying data to decide where this new aircraft can have the greatest impact. With the first delivery approaching, those plans are finally becoming reality. Alexandre Lefevre, Vice President of Network Planning – North America and Scheduling, said the A321XLR marks a turning point for the airline. "Next year we're finally going to get our hands on that new aircraft," he explained. "It's going to open up a range of new possibilities, new routes, and new markets for Air Canada. We're really excited. It's a big deal for us and will herald a new era of international growth." The A321XLR, or extra-long-range model, represents a major step in Air Canada's fleet modernisation. It combines fuel efficiency with impressive range, allowing direct flights to destinations that were previously beyond the reach of narrowbody aircraft. The first aircraft is due to arrive in 2026. Testing and certification will take place in the early months of that year, and the aircraft is expected to enter full commercial service by the summer. Air Canada has already announced the first new route to use the A321XLR. From June 2026, the airline will launch flights from Montréal to Palma de Mallorca, a Spanish island in the Mediterranean. This marks the beginning of a new phase of network growth. The aircraft will also appear on routes from Montréal to Toulouse, Dublin, and Edinburgh next summer, offering passengers more choice and convenience. With the A321XLR, Air Canada is positioning itself for sustainable growth and greater flexibility in its international operations. The aircraft's efficiency and range will enable the airline to expand confidently into new markets while strengthening its transatlantic presence.

new service opportunities. By 2044, China, Europe (including the CIS), and North America will be the three largest services markets, while South Asia, China, and the Asia-Pacific region

will lead global growth, reflecting a shift in the aviation landscape towards these dynamic regions.

OTHER NEWS

KLM has officially commissioned the first Airbus A350 simulator in the Netherlands, a major step in preparing for the arrival of the A350 aircraft in its fleet by the end of 2026. The new simulator gives KLM pilots the chance to train on the latest technologies and operational procedures in a safe and realistic environment. The simulator was designed and built by **CAE** in Montreal, where the acceptance process mirrored that of a new aircraft. Engineers carried out extensive testing of the cockpit and systems before shipping the simulator to Europe in separate parts. Installation at Schiphol-East proved a challenge, as the machine was too large to pass through the main gate. To solve the problem, it was hoisted over the fence, before being fully assembled and made ready for operation. The first group of KLM's A350 pilots will be-

gin their training on the device in the coming weeks. The introduction of the A350 is part of KLM's long-term strategy to modernise its fleet and improve sustainability. The aircraft offers significant environmental benefits: it produces up to 40 per cent less noise and uses 25% less fuel than earlier models. Built with advanced materials such as composites and titanium, the A350 combines strength with reduced weight, enabling longer flight ranges while lowering emissions. By investing in both modern aircraft and state-of-the-art training technology, KLM is ensuring that its pilots are prepared for the future. The new simulator not only supports safe and efficient operations but also reflects KLM's commitment to innovation and sustainability in global aviation.

INDUSTRY PEOPLE



Jon Bridge

- Cardiff Airport has appointed **Jon Bridge** as its new Chief Executive Officer, effective from November 3, 2025. The decision marks an important step in the airport's long-term growth strategy as it continues to strengthen its role as a key transport hub for Wales and the wider region. Bridge brings more than thirty years of leadership experience spanning the retail, hospitality and transport industries. His track record includes a series of senior executive and advisory positions, most notably as chief executive of SA Brain & Co. During his tenure there, he guided the organisation through a period of significant transformation, adapting its operations to meet shifting market conditions and steering it through the unprecedented challenges brought on by the Covid-19 pandemic. Since March 2025, he has also contributed to an advisory capacity within the Welsh transport sector, serving at board level and providing strategic insight into the development of regional infrastructure and connectivity. This breadth of expertise, combined with his knowledge of consumer-facing industries, positions him well to lead Cardiff Airport into its next phase of development. The airport team has expressed enthusiasm about his arrival, noting that his leadership will play a crucial role in delivering a strong customer experience, enhancing airline partnerships and supporting

economic growth for Wales. **Andy Jones**, who has served as interim chief executive since March, will step down from the role and resume his duties as a non-executive director on Cardiff Airport's Board.



Shiekuma Gemade

- AFG has announced the appointment of **Mr Shiekuma Gemade** as its new Executive Vice President and Chief Operating Officer (COO), marking a pivotal addition to its leadership team. Gemade brings with him more than 20 years of expertise across aviation, MRO, and airline management. Over the course of his career, he has overseen aircraft acquisitions, fleet planning, and leasing transactions worth in excess of US\$12 billion, working with some of the sector's most progressive organisations. His experience spans both commercial and cargo operations, underlining his versatility and breadth of knowledge. Prior to joining AFG, Gemade was head of fleet at Riyadh Air. In this capacity, he directed aircraft acquisitions, spearheaded fleet planning initiatives, and played a central role in developing one of the most ambitious new aircraft programmes in the industry. His tenure at Riyadh Air demonstrated his ability to deliver large-scale, complex projects in competitive global markets. Earlier, he served in senior positions at Atlas Air Worldwide and Titan Aviation Leasing. There, he managed a sizeable widebody freighter lease portfolio, established a lease management platform, and navi-

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gated cross-border transactions spanning the Americas, Europe, the Middle East, and Africa. This experience honed his skill in managing multi-jurisdictional challenges and fostering international partnerships. Gemade's career began at Delta Air Lines, where he progressed from an engineering role within Delta Technical Operations to operations leadership, ultimately optimising performance for a 450-aircraft DC fleet. His solid grounding in engineering continues to underpin his strategic approach to fleet and operations management. He holds a Bachelor of Science in Aerospace Engineering and a Master of Science in Aviation Management, both from Embry-Riddle Aeronautical University in Daytona Beach, Florida. In addition, he is a licensed FAA private pilot, underscoring his personal passion for aviation.

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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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



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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) 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 (10), GTCP131-9B (9),	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, GTCP131-9C (1)	Now - Sale				
(10) 131-9A, (5) 131-9B (Max compliant), (1) APS3200, (3) 331-500, (2) APS2300		GA Telesis		apu@gatelesis.com	+1-954-849-3509
(4) 131-9B, (2) APS3200 "C", (1) 85-129H, (5) 331-350, (3) 331-200, (1) GTCP131-9C					
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				