

Weekly Aviation Headline News

“ I think we are going to end up in the high single-digit growth [range]... the 8-10% range.
Chris Calio, Chief Executive of P&W parent RTX ”



LEAP engine

© CFM International

GE forecasts 20%+ bump in LEAP engine deliveries for 2025, while Pratt & Whitney are predicting an 8%-10% increase on last years GTF delivery numbers

GE Aerospace's year-on-year improvement is higher than the original 15%-20% rise prediction, while Pratt & Whitney will need to tamp up production to meet its predicted target.

During GE Aerospace's third-quarter earnings call on October 21, company chief executive, Larry Culp, announced that the maker of the CFM International LEAP engine was raising its delivery expectations for 2025 to more than 20%, as opposed to its original estimate of a year-on-year increase of between 15% and 20%. CFM is a joint venture between GE and Safran Aircraft Engines and in 2024 it delivered over 1,407 LEAP engines. Thus, a 20% rise in deliveries for 2025 would equate to 1,688 engines. The LEAP-1B engine is the only engine option for the Boeing 737 Max. The LEAP -1A is an option on Airbus A320neo family of jets where it is in competition with the Pratt & Whitney PW1100G. In the first three quarters of the year, CFM delivered 1,240 LEAP engines, a 21% year-on-year increase, with 512 delivered in the third quarter, a year-on-year increase of 40%. "This quarter clearly marked another step forward," said

Culp. "We are well positioned to ramp further as we go into 2026." 2025 adjusted revenue is anticipated to increase year on year in the "high-teens" percentage range, up from a previously estimated "mid-teens" gain. "Given the strong year-to-date performance and the trajectory leading into the third quarter, we are raising our guidance across the board," Rahul Ghai, GE Aerospace's Chief Financial Officer commented. Meanwhile, in the third quarter alone Connecticut-based P&W delivered 266 large commercial aircraft engines, a 6% year-on-year rise. 743 engines were delivered during the first nine months of 2025, a rise of 3% year on year. P&W's large commercial engines include the geared turbofan engines, including the PW1100G, that power Airbus A220s, A320neo-family jets and Embraer E-Jet E2s. It is now aiming to deliver between 8% and 10% more engines than it did last year, but to do so, it will have to ramp

up output during the last three months of the year to reach that target. In January 2025, Chris Calio, Chief Executive of P&W parent RTX, predicted P&W's 2025 large-engine deliveries would likely be "similar" to the 14% year-on-year increase seen in 2024. That year, P&W delivered 996 large engines, so a 10% increase would see that number rise to 1,096 units and as Calio pointed out, P&W has upped production by 50% since 2019. P&W has struggled to increase production with an ongoing shortage of parts and skilled labour, problems that have also affected GE Aerospace. P&W has also had to deal with an unsettling multi-year recall of its GTF engines that has seen a number of airlines forced to ground hundreds of jets for months on end. This has seen demand for spare engines rise sharply at the same time that Airbus needs more GTFs to help it meet its production goals.

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AIRCRAFT & ENGINE NEWS

Airbus forecasts 45% growth in global freighter fleet by 2045

Airbus' 2025 Cargo Global Market Forecast (GMF) projects the worldwide fleet of dedicated freighter aircraft will grow to 3,420 over the next 20 years, a 45% increase. This total will include 815 existing freighters and 2,605 additional ones. Of the 2,605 new freighters, 1,530 will replace older aircraft, while 1,075 will support fleet growth. These will be divided into 1,120 small aircraft, 855 mid-size widebodies, and 630 large widebodies. In total, 1,670 will come from passenger aircraft conversions, while 935 will be new-build freighters. World Gross Domestic Product (GDP) and trade remain the main drivers of air cargo. With long-term trade forecast to grow at 2.7% annually, Airbus expects air cargo to expand at a rate of 3.3% per year, effectively doubling cargo volumes within two decades. Air cargo continues to prove essential, not only for supporting economies but also for connecting remote communities, transporting critical goods, and driving local business growth in emerging regions. After rapid cargo fleet growth during the pandemic—driven by increased passenger-to-freighter conversions and minimal retirements of older models—Airbus forecasts that many of these ageing aircraft will now leave service. They will be replaced by newer, more fuel-efficient freighters such as the A350F, A320/A321, and A330 Passenger-to-Freighter (P2F) conversions. Airbus also predicts growing diversity in trade lanes and air cargo flows as more Asia-Pacific countries develop into industrial centres. Likewise, GDP and demographic forecasts suggest that nations such as Brazil, Indonesia, and Vietnam will emerge as major consumer markets, shifting global air freight patterns. Of the total 2,605 freighters required over the next 20 years, Asia-Pacific and North America will account for almost two-thirds of demand, needing around 850 and 920 aircraft respectively.

IndiGo finalises order for 30 Airbus A350 aircraft



Rendering of the A350-900 in IndiGo livery

© Airbus

IndiGo, India's largest airline, has finalised a firm order for 30 Airbus A350 aircraft. This deal converts a Memorandum of Understanding signed in June into a confirmed contract. As a result, IndiGo's total A350 orders now stand at 60 aircraft. The agreement marks a key turning point for the airline. It signals IndiGo's entry into the long-haul international market. Moreover, the A350's impressive range and fuel efficiency will help the carrier expand globally while improving operational sustainability. "Today is a special day for IndiGo as we solidify our commitment to expanding our international footprint and offering unparalleled connectivity to our customers," said Pieter Elbers, CEO of IndiGo. "The conversion of this MoU into a firm order for 30 additional A350-900s is a testament to our confidence in the future of Indian aviation and our strategic partnership with Airbus." He continued, "In line with India's vision of becoming a global aviation hub and our aspiration to establish ourselves as a leading global aviation player by 2030, IndiGo is taking decisive steps forward. These aircraft, as they join our fleet in the years to come, will play a pivotal role in enabling IndiGo to expand its reach, connect India with more destinations across the globe, and offer our customers new international travel opportunities." Meanwhile, India's aviation market continues to grow rapidly. As household incomes rise and the economy strengthens, demand for international travel is increasing sharply. Therefore, the A350 is ideally placed to meet this new wave of long-range demand. For over five decades, Airbus has supported India's aviation growth. Its A320 Family democratised domestic air travel. Now, the A350 will help Indian airlines, including IndiGo, capture global opportunities and enhance connectivity worldwide.

Korean Air to introduce Archer's Midnight eVTOL aircraft in Korea



Korean Air and Archer executives at October 20 signing ceremony

© Archer

Korean Air and Archer Aviation (Archer) have signed an agreement to bring Archer's Midnight eVTOL aircraft to Korea. The rollout will begin with government use and later expand to other sectors. As part of the deal, Korean Air plans to buy up to 100 Midnight aircraft. This partnership places Korea at the forefront of advanced air mobility. It combines Archer's cutting-edge electric flight technology with Korean Air's long-standing expertise in aircraft operations and maintenance. Together, the companies aim to speed up the use of next-generation aircraft. They also plan to build the foundation for wider adoption of Midnight across transport, logistics, and emergency response. Adam Goldstein, founder and CEO of Archer, said, "Korean Air's expertise in aerospace and their comprehensive strategic vision for the future make them the ideal partner for Archer. We are excited to introduce Midnight alongside them in one of the world's largest aerospace markets." Archer has made steady progress with its Midnight flight testing. The aircraft recently appeared at the California International Airshow before

around 50,000 people. Before that, Midnight completed several performance flights, including its longest and highest piloted missions. It flew about 55 miles in 31 minutes and reached 10,000 feet in altitude. The Midnight is a piloted aircraft that carries four passengers. It can perform rapid, back-to-back trips with short charging times between flights. Most importantly, it can cut 60–90-minute car journeys to just 10–20 minutes in the air. Quiet, sustainable, and cost-efficient, Midnight offers a glimpse of how electric air taxis could soon change urban travel.

AIRCRAFT & ENGINE NEWS

Aviation Capital Group delivers final three A321neos to Wizz Air

Aviation Capital Group LLC (ACG) has delivered three new Airbus A321neo aircraft to Wizz Air. These aircraft are powered by advanced Pratt & Whitney GTF engines, known for their fuel efficiency and lower emissions. They mark the tenth, eleventh and twelfth deliveries under a multi-aircraft sale-and-leaseback agreement between ACG and the airline. The latest deliveries took place over the course of one week, with aircraft handed over from both Hamburg, Germany, and Tianjin, China. With these additions, ACG has successfully completed its current delivery programme for Wizz Air. The Airbus A321neo continues to be a cornerstone of Wizz Air's modern, eco-efficient fleet. The aircraft's advanced engine technology and optimised design help reduce operating costs and carbon emissions, aligning with the airline's sustainability strategy and growth plans across Europe and beyond. For ACG, the completion of this mandate highlights its role as a trusted partner for major global carriers. The company remains focused on supporting fleet expansion through flexible and innovative leasing solutions. ACG is one of the world's premier full-service aircraft asset managers. It specialises in commercial aircraft leasing and aviation finance, offering tailored asset management services to meet individual fleet requirements. By completing this series of deliveries, ACG reinforces its long-term relationship with Wizz Air and its position as a key player in the fast-growing A321neo market. The aircraft's blend of efficiency, performance, and range continues to attract leading airlines seeking sustainable fleet renewal. The partnership between ACG and Wizz Air demonstrates how modern leasing models and next-generation aircraft technology are shaping the future of low-cost aviation.



Wizz Air Airbus A321neo

© AirTeamImages

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MRO & PRODUCTION NEWS

AerFin completes first A320neo teardown in the Philippines



SIA Engineering Philippines facility

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AerFin, the aviation asset specialist, has announced the successful completion of a 2017 Airbus A320neo disassembly. The project was carried out by SIA Engineering Company (SIAEC) at its Philippines facility, SIAEP. This milestone marks several firsts for the region and highlights AerFin’s growing role in the aviation aftermarket. Importantly, this is the first-ever teardown of an A320neo in the Philippines. It also represents SIAEP’s debut aircraft disassembly project. Completed from nose to tail in just 30 days, the operation sets a new benchmark for efficiency. As a result, high-quality used serviceable parts from one of the world’s most popular narrow-body aircraft will soon be available to operators and maintenance providers across the Asia-Pacific region. The aircraft, powered by PW1100 engines, is part of AerFin’s expanding portfolio of A320neo acquisitions. By partnering with SIAEP, AerFin is strengthening its regional footprint and improving the flow of essential aviation components. Moreover, this collaboration significantly reduces lead times for customers. Airlines and MROs can now access serviceable engines and parts more quickly and closer to where they operate. This localised approach supports faster turnarounds, lower transport costs, and greater operational efficiency. “This project demonstrates our commitment to building sustainable and reliable supply chains within the Asia-Pacific market,” said an AerFin spokesperson. “Working with SIAEP allows us to provide timely support for our customers while setting new standards in the region’s aviation services.” Ultimately, the partnership showcases how regional cooperation and technical expertise can unlock new opportunities in aircraft lifecycle management. It also reinforces AerFin’s position as a trusted global player in aircraft disassembly, component support, and sustainable aviation solutions.

Skyparts taps Setna iO to turbocharge its parts network

Skyparts, the original equipment manufacturer (OEM) trade desk of Acron Aviation, has announced a strategic channel partnership with Setna iO. Setna iO is well known for distributing used serviceable material (USM) and OEM aircraft parts. This agreement drives Skyparts’ global expansion while reinforcing its inventory capacity. Moreover, it supports the company’s mission to deliver OEM-quality solutions with the speed and flexibility of the aftermarket. By combining OEM integrity with USM agility, Skyparts aims to enhance value and reliability for its aviation customers. Under the agreement,

every product sold through this partnership will include an OEM-issued airworthiness tag and full OEM warranty coverage. Therefore, customers can rely on complete traceability, regulatory compliance, and assured product quality. Setna iO focuses on current-generation aircraft from Boeing, Airbus, Embraer, Bombardier and ATR. Through a network of strategically located warehouses and regional sales teams, the company ensures rapid delivery of both used and new components. This global infrastructure allows operators, MROs, and lessors to access critical parts quickly and efficiently. John Duff,

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

Operating Director at Skyparts, said: “This channel partnership with Setna iO creates a smarter, more responsive supply chain that puts the customer first. In an industry where time, cost, and quality are critical, we are delivering a powerful solution for customers seeking dependable serviceable material with OEM assurance.” Ultimately, this collaboration positions both companies to meet the growing demand for high-quality, traceable aircraft parts. It also reinforces Skyparts’ commitment to excellence, responsiveness, and long-term customer trust within the global aviation supply chain.

MRO & PRODUCTION NEWS

Wright International partners with Fiji Airways to expand in North America

Wright International, part of the global MRO group FL Technics since 2020, has secured approval from the Civil Aviation Authority of Fiji (CAAF). Following this milestone, the company has launched a new partnership with Fiji Airways. Under the agreement, Wright International will deliver line maintenance services for Fiji Airways’ Airbus A350-900 and A330-200/300 aircraft at Vancouver International Airport (YVR). This marks a major development for the Fijian flag carrier as it strengthens its presence in North America. Founded in 1991, Wright International is a Canadian aircraft support company with a strong national presence. It operates across major airports including Toronto Pearson (YYZ), Montreal-Trudeau (YUL), Ottawa (YOW), Calgary (YYC), Winnipeg (YWG), Vancouver (YVR), Halifax (YHZ), and Quebec (YQB). Thomas Robinson, Acting CEO of Fiji Airways, welcomed the collaboration. “We are proud to team up with Wright International – a respected Canadian company with a proven record,” he said. “Their wide expertise across Canada provides a solid base for a successful and lasting partnership as we continue to grow in North America.” This alliance strengthens Fiji Airways’ operational network while reinforcing FL Technics’ footprint across the continent. It also underlines the shared goal of delivering safe, efficient, and high-quality aircraft maintenance. With this move, both companies are set to benefit from new opportunities in a rapidly expanding aviation market.

SalamAir partners with MAI to build first wheels and brakes facility

SalamAir has signed a ten-year memorandum of understanding (MoU) with Mach Aerospace International (MAI) to set up an aircraft wheels and brakes maintenance centre in Oman. Under the deal, SalamAir will provide MAI with a full set of specialised wheels and brakes Shop Tools. MAI will build and operate the new facility at Muscat International Airport. The workshop will handle wheel and brake repairs for SalamAir’s fleet and other local or regional carriers. Dr Abdullah Masoud Al-Harthy, Chairman of Mach Aerospace International, said: “This collaboration marks a milestone in Oman’s journey to develop advanced MRO capabilities. We will bring world-class maintenance standards and faster turnaround times while ensuring maximum safety and reliability.” The agreement fits SalamAir’s plan to move beyond passenger services. The airline aims to strengthen Oman’s aviation infrastructure and develop local technical skills. By doing so, it supports national industry and builds home-grown expertise in aviation maintenance. The new facility will also help position Oman as a regional centre for aviation innovation. Its location at Muscat International Airport offers airlines a convenient, cost-effective alternative to overseas maintenance. Together, SalamAir and MAI are creating a foundation for a stronger aviation ecosystem in the Sultanate—one focused on efficiency, quality, and sustainable growth.

Binter signs global maintenance agreement with ATR

ATR, the regional aircraft manufacturer, has signed a global maintenance agreement (GMA) with ATAVIS, Binter’s technical procurement and supply chain arm. The agreement will support 26 ATR 72-600 aircraft operated by CANAIR and NAYSA. The GMA is ATR’s flagship service programme. It is designed to help airlines concentrate on their main goal



The agreement between ATR and ATAVIS will support 26 ATR 72-600 aircraft operated by CANAIR and NAYSA © ATR

– connecting communities safely, reliably, and efficiently. Moreover, it offers flexible and scalable maintenance solutions, both on and off the aircraft. Each plan is tailored to the operator’s needs, whether launching new routes or expanding fleets. This five-year contract with Binter covers a full repair loop service on a pay-by-hour (PBH) basis. It includes 180 part numbers and follows detailed discussions between the two companies. The aim was to understand Binter’s operational challenges and deliver a maintenance package fully adapted to its requirements. Through this agreement, Binter becomes part of ATR’s wider GMA community. As a result, the airline will benefit from predictable maintenance costs linked to actual aircraft use. This model helps optimise cash flow and minimise financial risk. In addition, Binter will gain direct access to ATR’s global network of technical experts and suppliers. This collaboration ensures world-class maintenance practices, improved reliability, and higher operational efficiency. Furthermore, the deal strengthens Binter’s ability to deliver smooth, dependable regional air services across the Canary Islands. By combining ATR’s engineering know-how with Binter’s operational experience, both companies are reinforcing their commitment to safe and sustainable regional connectivity. Ultimately, this partnership demonstrates how tailored maintenance solutions can enhance airline performance while supporting long-term growth and stability in regional aviation.

STS Line Maintenance opens new satellite station in Vero Beach



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STS Line Maintenance (STS), part of STS Aviation Group, has opened a new satellite station in Vero Beach, Florida (VRB). Operations will begin on December 1, with JetBlue Airways confirmed as the launch customer. Mark Smith, President of STS Aviation Group, said the expansion strengthens the company’s service reach. “This expansion represents another step forward for STS Line

Maintenance and our ongoing commitment to providing responsive, high-quality service where our customers need us most,” he stated. “Our Vero Beach station will operate as an extension of our Melbourne facility, ensuring seamless coverage along Florida’s east coast.” The new VRB station will operate under the direction of Kendall Mardenborough, line maintenance regional director for the east coast. He will oversee daily operations and coordinate activities with the Melbourne team to maintain operational consistency and efficiency. Gary Pratt, Senior Vice President and General Manager of STS Line Maintenance, said the decision reflects both strategy and demand. “This is a strategic addition to our Florida network and a direct response to customer demand,” he explained. “As we continue to grow, our focus remains the same — support our customers with efficiency, reliability, and the best technicians in the business.” With this latest expansion, STS strengthens its position as a trusted MRO partner across key U.S. regions. The Vero Beach facility enhances service flexibility for airline clients and extends STS’s established east coast coverage, reinforcing its reputation for dependable, customer-focused maintenance solutions.

MRO & PRODUCTION NEWS

Willis signs landmark deal to drive major expansion at Teesside Airport

A major deal has been agreed to support a multi-million-pound expansion of aircraft maintenance operations at Teesside International Airport. The move will create hundreds of skilled engineering jobs and boost the region's growing aviation sector. Willis Aviation Services Limited (WASL) has signed a 250-year lease for 50 acres of airport land. The long-term agreement will enable the development of up to six new aircraft hangars for both narrow- and wide-body jets. Five of these will be located within a new 'Aviation Village' on land to the west of the airport. The private investment marks the latest step in Willis' continued commitment to Teesside. It follows the recent opening of the company's £13.5 million (US\$18 million) twin-bay hangar, a modern facility built to handle major maintenance, repair, and overhaul (MRO) operations. The deal also highlights confidence in Teesside's future as a key hub for aviation excellence. It will further strengthen the airport's reputation as a centre for engineering, maintenance, and innovation. Phil Forster, Managing Director of Teesside International Airport, praised the company's long-standing partnership. "Willis Aviation has been a fantastic supporter of Teesside Airport for many years," he said. "This long-lease agreement is a huge step in their commitment to our airport and our region." He added: "Their investment in a new twin-bay hangar and the maintenance contracts they've secured show how serious their team is about growing here. They're creating more well-paid, skilled jobs and helping develop a thriving aviation cluster here at Teesside." The creation of the new Aviation Village will expand capacity for maintenance, storage, and engineering innovation — securing Teesside's position as a key player in the UK's aviation industry for decades ahead.



The deal paves the way for the development of up to six new narrow- and wide-body hangars © Teesside International Airport

The deal paves the way for the development of up to six new narrow- and wide-body hangars © Teesside International Airport

BCT Aviation powers up for winter with major EMA investment



BCT hangar at East Midlands Airport (EMA)

© BCT

BCT Aviation Maintenance, based at East Midlands Airport (EMA), has made a six-figure investment in new hangar tools and airside vehicles. The move prepares the company for a busy winter maintenance season. From October to December, BCT's hangar will handle six Boeing 737NG aircraft for routine annual checks. Another six are planned between January and March 2026. Ahead of the first aircraft's arrival, BCT has received new Genie platform lifts and four Hydro tripod airframe jacks. The company has also added four Toyota Proace Icon EV vans to support greener airside operations. These electric vehicles form part of BCT's plan to reduce emissions and improve sustainability. More upgrades are on the way. A hydraulic ground power unit and a Ram Air Turbine (RAT) test rig will arrive in the coming months. All new equipment will be available for hire on bespoke terms. Paul Allison, Managing Director at BCT Aviation Maintenance, said: "As part of our proactive approach to maintenance and to ensure our dedicated engineering

teams deliver the highest levels of safety and efficiency, BCT has invested heavily in the deployment of new airframe equipment and electric vehicles, representing a major commitment to our future." He added: "This year has seen significant expansion in cargo operations at East Midlands Airport. BCT was delighted to be appointed line maintenance provider to Central Airlines and Ethiopian Cargo and Logistics Services. We are also very pleased to welcome back existing customers to Hangar 30 as we undertake a full programme of maintenance."

FINANCIAL NEWS

Acron Aviation acquires Honeywell's thermal switch product line

Acron Aviation has announced the acquisition of Honeywell's thermal switches product line. This milestone marks the company's second acquisition in just six months, following its launch as a standalone business in March 2025. The strategic purchase strengthens Acron Aviation's focus on supplying high-reliability components for the global aviation and space sectors. It also reinforces the company's commitment to meeting the demanding standards of OEMs, military customers, and civil aircraft operators. Alan Crawford, Chief Executive Officer of Acron Aviation, said: "This acquisition marks a pivotal step in our journey. The mechanical thermal switch is more than a legacy product, it's a trusted, high-performance component essential to aircraft reliability and safety." He added, "We're proud to add this complimentary product line to our portfolio and expand our support to OEMs and operators with precision-engineered solutions that don't compromise on performance." The thermal switch is a snap-acting device that activates or interrupts electrical current in response to temperature changes. It remains the industry benchmark for dependable thermal control and can operate across a wide range — from -110°F to 700°F. Moreover, it can be customised to meet exact specifications, making it vital for many air and space systems. Customers depend on thermal switches for accurate engine and environmental temperature control. They also rely on them for safety-critical circuit protection and tailored configurations suited to unique fleet needs. Under a new strategic licence agreement, Acron Aviation will take over the manufacturing, global distribution, and sales of thermal switches. This acquisition not only broadens the company's technical capabilities but also supports its ambitious plans for growth as a trusted supplier to the aerospace industry.

Norwegian Group posts record profits for third quarter 2025

For the third quarter 2025, the Norwegian Group has posted a profit before tax (EBT) of NOK 2,891 million and an operating profit (EBIT) of NOK 3,071 million. The period also marked key milestones. The company paid its first-ever dividend in August and confirmed the purchase of 30 additional new Boeing aircraft. During the quarter, the Norwegian Group achieved an operating margin of 25.1%. Liquidity stood at NOK 10.5 billion at the end of the period, reflecting stable financial performance despite market challenges. Passenger numbers reached 8.41 million, including 7.28 million with Norwegian and 1.12 million with Widerøe. Norwegian

MRO & PRODUCTION NEWS

Embraer breaks ground on new Fort Worth MRO facility



Ground-breaking ceremony at Perot Field Alliance Airport, Fort Worth

© Embraer

Embraer has begun construction on a new MRO facility for commercial jets at Perot Field Alliance Airport in Fort Worth. The ground-breaking ceremony gathered local leaders, Embraer executives, and partner representatives to celebrate this major step forward. The new hangar, designed with the latest technology, is due to open in 2027. Once operational, it will boost Embraer's capacity to serve E-Jet customers across the United States by 53%. The project involves an investment of up to US\$70 million and will create around 250 skilled aviation jobs in Texas. In partnership with the City of Fort Worth, Denton County, and the State of Texas, Embraer began operations at Alliance Airport earlier this year using an existing hangar. This collaboration reflects the company's growing presence and confidence in the region's aerospace industry. Francisco Gomes Neto, President and CEO of Embraer, said the expansion marked an important milestone. "We are honoured to be here in Fort Worth — a city that represents innovation, resilience, and opportunity — to celebrate the start of our new MRO facility at Perot Field Alliance Airport. This moment marks a new chapter in Embraer's journey in the United States, a country where we've been for more than 46 years. With an investment of up to US\$70 million and the creation of 250 new skilled aviation jobs, this facility symbolises our long-term commitment to the U.S. market." The new Fort Worth service centre will join Embraer's global network of more than 80 authorised service centres and 13 Embraer-owned service centres worldwide. It will strengthen the company's maintenance footprint and support continued growth in North America.

APS launches first Collins 568F propeller overhaul in Asia



© Aircraft Propeller Service (APS)

Aircraft Propeller Service (APS) has completed its first overhaul of Collins Aerospace 568F propeller blades at its new MRO facility in Malaysia. It marks the first time this propeller type has been serviced within the region. Until now, all Collins 568F propellers had to be shipped to North America or Europe for overhaul. With APS's certified, state-of-the-art Malaysian facility, operators can now handle repairs locally cutting costs and turnaround times. Fergus Lopez, Managing Director of APS Asia Pacific, said: "This milestone

is a major leap for operators across Asia-Pacific. By bringing Collins Aerospace 568F repair capabilities to Asia, we're offering airlines faster service and improved efficiency. Our mission is to deliver world-class support, closer to our customers." Located near Kuala Lumpur, the facility is ideally placed to serve the region's growing turboprop fleet. APS remains the only MRO in Asia and the Americas licensed by Collins Aerospace to carry out proprietary repairs on the 568F propeller system—giving operators direct access to OEM-approved processes and unmatched regional support.

FINANCIAL NEWS

recorded a load factor of 88.3%, slightly higher than last year, while Widerøe's load factor stood at 77.5%. Capacity increased by two percent for Norwegian and three percent for Widerøe. Operational performance remained solid. Widerøe completed 98.2% of scheduled flights with punctuality at 91.8%. Norwegian operated 99.3% of flights with punctuality improving to 77.8%, up 3.6 percentage points year on year. Fleet renewal continues to be a key focus. Norwegian expanded its Boeing order by exercising options for 30 additional 737 MAX 8 aircraft. This brings the total firm order to 80 aircraft. (US\$1.00 = NOK10.05 at time of publication).

Lockheed Martin's US\$179 billion backlog powers new phase of growth

Lockheed Martin has reported a robust third quarter for 2025, with sales reaching US\$18.6 billion, up from US\$17.1 billion a year earlier. Net earnings remained steady at US\$1.6 billion, or US\$6.95 per share, slightly higher than the US\$6.80 per share recorded in the same period of 2024. Cash from operations rose sharply to US\$3.7 billion, compared with US\$2.4 billion last year. Free cash flow also improved, climbing to US\$3.3 billion from US\$2.1 billion. The company's order backlog hit a record US\$179 billion, representing over two and a half years of sales. This milestone reflects growing demand for its advanced defence systems in the United States and among allied nations. Lockheed Martin Chairman, President, and CEO Jim Taiclet said the company is expanding production capacity across multiple business lines to meet this demand. Major contracts were secured for the CH-53K helicopter and the PAC-3 MSE missile, marking record deals for the Rotary and Mission Systems, and Missiles and Fire Control divisions. In addition, Lockheed Martin completed contracts for Lots 18 and 19 of the F-35 programme early in the fourth quarter, having already delivered 143 F-35 Lightning II jets by the end of September. Looking forward, the company plans to invest heavily in digital technologies and new manufacturing capacity to support defence priorities for the U.S. and its allies. Taiclet noted Lockheed Martin's leadership in key initiatives such as integrated air and missile defence, space warfare, and secure command-and-control systems, including the "Golden Dome for America" project. Lockheed Martin also continues to reward investors, celebrating 23 consecutive years of dividend increases. According to Taiclet, these results showcase a company performing strongly today and positioned for sustained growth ahead.

Bain Capital acquires Aerospace Technologies Group

Jamco Corporation (Jamco), a Bain Capital portfolio company and Japan's top manufacturer of aircraft cabin interiors, has announced the acquisition of Aerospace Technologies Group (ATG) by Bain Capital. The global investment firm manages assets worth around US\$185 billion. Founded in 1998, ATG is a developer and supplier of window shade systems for both private and commercial aviation. Led by CEO Mario Ceste, the company has grown to over US\$60 million in revenue and is



ATG's flagship product, the aerBlade® system

© ATG

now the largest Tier 1 supplier of electric window shades to aircraft manufacturers worldwide. Its flagship product, the aerBlade® system, allows passengers and crew to control window shades with a single touch. This eliminates the need for cabin checks during take-off and landing, improving both comfort and efficiency. Headquartered in Boca Raton, Florida, ATG also operates manufacturing and R&D facilities in Dubai and Toulouse. Both ATG and Jamco will continue to run as independent businesses under Bain Capital's ownership. Kate Schaefer, Executive Chair of both companies, will oversee their shared strategic direction. ATG's advanced systems are fitted across major business jet platforms from Bombardier, Gulfstream, and Textron Aviation's Cessna. The company has been recognised for its operational excellence with Bombardier's Diamond Supplier Award in both 2022 and 2023. Kate Schaefer said the acquisition marks the first step in expanding Jamco into a global leader in cabin interiors. "The combination of ATG's aerBlade® and Jamco's premium seat and engineering capabilities creates strong industrial logic," she noted. Mario Ceste added that Bain Capital's backing opens new growth opportunities. "We are excited for this next chapter and look forward to working closely with Jamco to drive innovation and strengthen our global presence," he said.

Ashland Place builds momentum with Fortress and GOAL on fourth aircraft deal



The latest deals involved the sale and leaseback of two new Embraer E195-E2 jets, delivered and leased to Canada's Porter Airlines © AirTeamImages

Ashland Place Finance (Ashland Place) has completed its third and fourth aircraft financing facilities with affiliates of Fortress Investment Group and GOAL Aircraft Leasing. The deals involve the sale and leaseback of two new Embraer E195-E2 jets, delivered directly from Embraer and leased to Canada's Porter Airlines. These latest transactions follow two similar financings announced in July, bringing the total to four joint deals between the partners this year. Jennifer Villa, Executive Director and Group Head at Ashland Place, said the continued collaboration reflected a strong and growing relationship. "Building on the success of our previous transactions earlier this year, this announcement highlights our shared commitment to supporting high-quality operators and aviation platforms," she stated. Fortress Managing Director Matthew Mortara praised the partnership, noting its role in Porter Airlines' fleet expansion. "We're pleased to have collaborated with Ashland Place, GOAL, and Porter Airlines to help the airline expand its fleet and serve more travellers across Canada and the USA," he said. "The latest transactions further deepen our collaboration." Henrik Jagau, Head of Transaction Management and Strategic Financing at GOAL, added that the partnership underscores Ashland Place's strength in aviation lending. "Our enduring partnership demonstrates the value of our cooperative, relationship-based approach and Ashland Place's ability to deliver creative, efficient financing solutions," he commented. Legal support for the transactions was provided by Vinson & Elkins on behalf of Ashland Place, while Vedder Price represented GOAL.

FINANCIAL NEWS

American Airlines posts record revenue but reports quarterly loss

American Airlines Group has announced its financial results for the third quarter of 2025, reporting record revenue of US\$13.7 billion. Despite the strong performance, the airline posted a GAAP net loss of US\$114 million, equivalent to US\$(0.17) per diluted share. Excluding net special items, American Airlines reported an adjusted net loss of US\$111 million, also US\$(0.17) per diluted share. The results reflect continued cost pressures and operational challenges, though these were partly offset by solid travel demand and improved efficiency. For the fourth quarter, the carrier expects adjusted earnings per share (EPS) to range between US\$0.45 and US\$0.75. Full year adjusted EPS is projected between US\$0.65 and US\$0.95. The airline also anticipates generating more than US\$1 billion in free cash flow for the full year, highlighting its stable liquidity and ongoing efforts to strengthen its balance sheet. American Airlines said it remains focused on cost management, network optimisation, and enhancing the customer experience as it operates in a competitive post-pandemic market. The company expressed confidence in its long-term strategy to increase profitability and deliver sustainable value to shareholders.

Global airline giants take minority stakes in WestJet

Onex Partners and WestJet have finalised the sale of minority equity stakes in the Canadian carrier to Delta Air Lines, Korean Air, and Air France-KLM. The sale marks a new chapter in WestJet's international partnerships while keeping control with Onex Partners, the private equity platform of Onex Corporation. The transaction, first announced on May 9, 2025, officially closed on October 22, 2025. Under the deal, Delta Air Lines acquired a 15% stake in WestJet from the Onex Group, while Korean Air purchased a further 10%. Following completion, Delta transferred 2.3% of its shareholding to its joint venture partner, Air France-KLM. The final shareholding positions are Delta Air Lines at 12.7%, Korean Air at 10%, and Air France-KLM at 2.3%. The Onex Group, which includes Onex Partners and its affiliated funds and co-investors, will retain 75% of its original ownership. This means it continues to control WestJet, ensuring long-term stability and strategic direction.



© WestJet

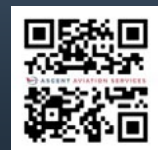
Tawfiq Popatia, Head of Onex Partners and a Board Director at WestJet, said the airline's new investors are among the most innovative and successful in the industry. He noted that the investment has generated strong returns despite the severe disruption caused by the pandemic. He added that Onex looks forward to continuing to build value for both existing and new investors. The arrival of Delta, Korean Air, and Air France-KLM as shareholders strengthens WestJet's ties with leading global carriers. It also deepens its access to international routes, technology, and expertise. This partnership reflects growing cooperation between major airlines, positioning WestJet for greater competitiveness and global reach while maintaining its Canadian roots under Onex's stewardship.



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MILITARY AND DEFENCE

Embraer and Mahindra join forces for India's defence future

Embraer Defense & Security and Mahindra Group have taken a bold step towards India's Atmanirbhar Bharat vision. The two companies have signed a Strategic Cooperation Agreement (SCA) to advance the C-390 Millennium aircraft for the Indian Air Force's Medium Transport Aircraft (MTA) programme. The signing took place alongside the launch of Embraer's new national office in Aerocity, New Delhi. The SCA follows a Memorandum of Understanding signed in February 2024 at the Embassy of Brazil in New Delhi. It widens the partnership to include joint marketing, industrialisation, and the creation of an Indian hub for the C-390 Millennium. Since that signing, the aircraft has gained more global operators, proving its growing appeal and reliability. Both companies will now work with Indian stakeholders across defence and aerospace. They aim to identify opportunities in manufacturing, assembly, and maintenance. Supply chain development and MRO activities will also form key parts of the plan. The long-term goal is to position India as a global hub for the C-390 Millennium. This would meet both domestic and regional requirements. It could also create new jobs and boost local expertise in aviation technology. This collaboration brings together Brazil's aerospace innovation and India's manufacturing strength. It supports India's goal of greater self-reliance and strengthens ties between the two nations. Together, Embraer and Mahindra are setting the foundation for India to become a major regional base for the C-390 Millennium.



Embraer and Mahindra Group forge a strategic alliance to introduce the C-390 Millennium to India © Embraer

L3Harris to deliver next-generation surveillance jets to South Korea



Airborne Early Warning and Control aircraft rendering

© L3Harris

L3Harris Technologies has secured a major contract to supply modified Bombardier Global 6500 aircraft for the Republic of Korea Air Force. These advanced airborne early warning and control (AEW&C) jets will enhance national defence and surveillance. The programme, worth over US\$2.26 billion, unites L3Harris, Bombardier, ELTA Systems and Korean Air. The aircraft are designed for speed, endurance, and precision. They will fly faster, operate longer, and cruise at higher altitudes for improved safety. Their radar systems will detect and track threats swiftly, ensuring rapid response in dynamic environments. Moreover, the new communication suite will link seamlessly with the United States, NATO, and coalition partners. This interoperability will help build a fully networked battlespace alongside fifth-generation aircraft and future platforms. "L3Harris is ready to deliver an advanced fleet that strengthens mission effectiveness for a key American ally in the Indo-Pacific region," said Christopher Kubasik, Chair and CEO of L3Harris. "We look forward to working with the Republic of Korea to develop, test, and sustain this vital capability for years to come." Korean Air will play a central role in the collaboration. "This partnership will enhance our expertise in aircraft modification, integration, and maintenance," said Jin Kyu Lim, Head of the Aerospace Division at Korean Air. "As a domestic industry leader, we aim to build a strong special mission aircraft sector and reinforce national defence capabilities." Beyond delivery, Korean companies will manage long-term operations and maintenance. They will also handle future production needs, ensuring sustained technological growth within South Korea's aerospace sector. Together, these efforts will create a more resilient and advanced regional defence network.

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MILITARY AND DEFENCE

U.S. Army orders nine Boeing CH-47F Block II Chinook helicopters'



A CH-47F Block II conducts a flight at Redstone Test Center in Huntsville, Ala.

© Boeing/Studio 51

The U.S. Army has advanced its heavy-lift modernisation plans with an order for nine Boeing CH-47F Block II Chinook helicopters. The two new contracts, worth US\$461 million, bring the total number of Block II aircraft on order to 18. The latest awards, covering production Lots 4 and 5, follow the Army's recent Rapid Fielding decision. Boeing is now working closely with the service to define the next stage, which will include Lot 6 production. So far, Boeing has delivered six CH-47F Block II aircraft to the Army. These helicopters are undergoing detailed evaluations designed to confirm their improved performance and expanded capabilities. The CH-47F Block II model includes major design upgrades. A strengthened drivetrain and airframe increase the helicopter's maximum gross weight by 4,000 pounds, allowing for greater lift and payload ac-

capacity. The updated fuel system also extends range, enabling longer missions with heavier loads. In addition to performance improvements, Boeing has introduced design features that simplify maintenance and lower sustainment costs. The enhancements ensure the Chinook can remain in service for at least another 40 years while allowing for affordable future upgrades. The aircraft continues to play a vital role in the Army's heavy-lift mission, supporting troops and equipment worldwide. The Block II programme underscores Boeing's commitment to improving reliability, range, and efficiency in military rotorcraft operations. With this new order, the Army reinforces its long-term confidence in the Chinook platform — a proven workhorse that has served across multiple generations of aviation technology. The Block II version represents the next step in ensuring that capability continues well into the future.

Bell Textron and Ukraine advance plans for combat helicopter partnership

At a ceremony in Washington, Bell Textron signed key agreements with Ukraine's Ministry of Economy, Ecology, and Agriculture, and UkraineInvest. The deal aims to explore industrial cooperation as part of a possible purchase of AH-1Z Viper and UH-1Y Venom helicopters. Under a Foreign Military Sale (FMS) programme, Bell would work with the U.S. Government to supply these aircraft to the Ukrainian Armed Forces, boosting their air combat capability. Jeffrey Schloesser, Senior Vice President for Strategic Pursuits at Bell, called the agreement an important step. "We are proud to announce this agreement, and the potential to supply these incredible aircraft to Ukraine," he said. "This initiative has been in development for some time, and we look forward to bringing it to completion." Bell Textron is a global leader in both commercial and military aviation. Its H-1 family—the AH-1Z Viper and UH-1Y Venom—represents two of its most advanced military platforms. The aircraft are designed to operate seamlessly together, sharing 85% of their components. This high level of commonality reduces maintenance needs and operating costs while improving mission flexibility. According to Schloesser, the H-1 helicopters could play a critical role in strengthening Ukraine's defence forces. "We are confident that H-1s can play a pivotal role in further building defence capabilities in Ukraine, providing a much-needed upgrade while strengthening current Ukrainian air support," he said. If finalised, the cooperation would mark a major milestone in U.S.-Ukrainian defence collaboration. It also reflects Bell Textron's growing commitment to supporting international partners through advanced, interoperable systems designed for modern combat environments. The agreement underscores Ukraine's ongoing efforts to modernise its military aviation fleet amid continued security challenges.



Representatives from Bell Textron, Ukraine's Ministry of Economy, Ecology and Agriculture and UkraineInvest
© Textron

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MILITARY AND DEFENCE

Hanwha Aerospace orders more GE engines for military aircraft



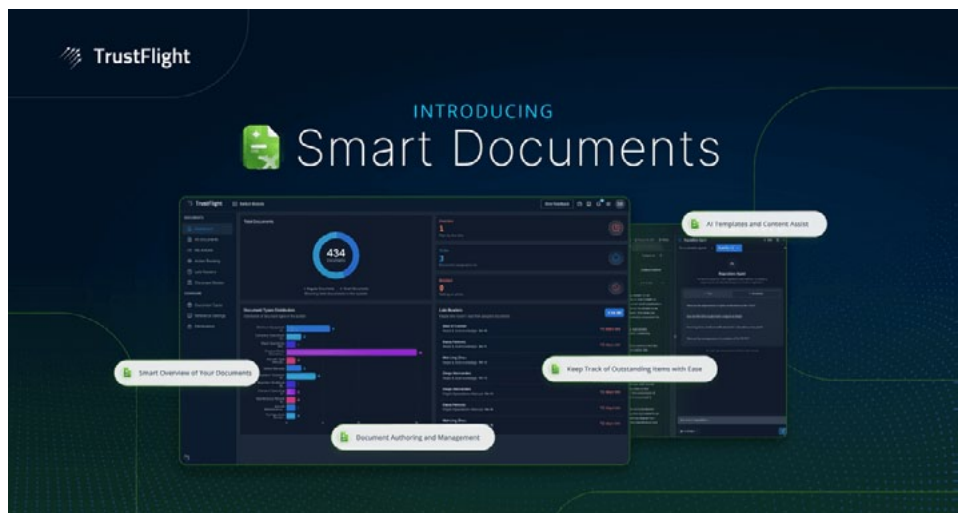
Rita Flaherty, VP Defence & Systems at GE Aerospace and Sun Kim, Hanwha Aerospace President © GE Aerospace

Hanwha Aerospace (Hanwha) has signed a new agreement with GE Aerospace to purchase more T700 and F404 engine kits. These engines will power Korea Aerospace Industries’ Surion helicopter and the T-50, TA-50, and FA-50 Golden Eagle jet trainers and light attack aircraft. Under the deal, Hanwha will receive 88 T700 kits and 40 F404 kits. GE Aerospace will manufacture the hardware, while Hanwha will assemble and test the engines in Korea. Rita Flaherty, Vice President at GE Aerospace’s Defence & Systems division, said the company remains committed to supporting Korea’s domestic aircraft programmes. She noted that this order reinforces the long-standing partnership between GE and Hanwha and expressed confidence in continued cooperation for decades to come. Hanwha Aerospace President Sun Kim added that the company has built strong technical expertise in Korea’s defence sector. It already produces engines for the KF-21 fighter, the T-50 trainer, and the KUH Surion helicopter. The latest order, he said, will deepen collaboration with GE Aerospace and help advance Korea’s defence capability and global competitiveness.

The T700 engine, proven in the world’s toughest conditions, is widely used in both military and civilian aircraft. More than 25,000 have been delivered, with over 100 million flight hours recorded. The T700-701K, which powers Korea’s Surion helicopter, is the first rear-drive model in the T700 family. This agreement strengthens Korea’s drive for greater self-reliance in aerospace production. It also supports Hanwha’s goal of positioning itself as a key global player in military engine manufacturing.

INFORMATION TECHNOLOGY

TrustFlight, a pioneer in aviation safety and compliance technology, has launched Smart Documents — a next-generation authoring platform that transforms how aviation organisations create, validate, and distribute operational documentation. The launch follows Smart Regulations, TrustFlight’s agentic AI platform for regulatory search and compliance. Together, they form SmartSuite — a connected ecosystem built to remove friction between regulation and daily operations. As a result, the aviation industry moves towards greater safety, efficiency, and compliance. Built for aviation from the ground up, Smart Documents provides a web-based editor with AI-powered authoring support. It also includes review and approval workflows and seamless tools for document distribution. Therefore, teams can produce compliant manuals with less effort. By combining regulatory knowledge, automation, and modern design, Smart Documents makes each update faster, more accurate, and more efficient. It helps operators save millions of labour hours every year. In addition, Centrik 5 — one of aviation’s key quality and safety management systems — now integrates directly with Smart Documents. Approved manuals and updates can be published straight into the system for controlled access and acknowledgment tracking. This creates a closed-loop compliance process where every change, procedure, and approval remains traceable across safety, risk, and audit workflows. “Artificial intelligence is transforming how aviation organisations create and manage documentation,” said Karl Steeves, CEO of TrustFlight. “Smart Documents delivers aviation-specific intelligence that understands regulatory and operational complexity. This advancement removes the manual burden of compliance authoring and allows documentation to evolve at the pace of business. We are excited to roll out TrustFlight’s SmartSuite of products to demonstrate how agentic AI delivers measurable improvements in safety, compliance, and efficiency.” With Smart Documents, TrustFlight takes another decisive step towards a smarter, faster, and more transparent aviation future.



© TrustFlight

OTHER NEWS

Airbus and the **Cathay Group** (Cathay) have announced a joint investment of up to US\$70 million to accelerate the development of sustainable aviation fuel (SAF) across Asia and beyond. The move marks a major step towards greener, lower-emission air travel. The announcement took place in Hong Kong during the IATA World Sustainability Symposium. The event was hosted by Cathay's Chief Operations and Service Delivery Officer, Alex McGowan, and Airbus President Asia-Pacific, Anand Stanley. Under the new partnership, both companies will identify, evaluate, and invest in projects designed to scale SAF production by 2030 and beyond. Each initiative will be assessed for commercial viability, technological maturity, and potential for long-term offtake. Furthermore, expanding SAF supply requires close collaboration across the aviation value chain. Policy-makers, investors, producers, and airlines must all play a role. This joint investment embodies that cooperation, with Airbus and Cathay working together to boost production capacity and create meaningful environmental impact. "This agreement reflects the shared commitment of Airbus and Cathay to make a real difference," said Anand Stanley, President Asia Pacific, Airbus. "The production and distribution of affordable SAF at scale requires an unprecedented cross-sectoral approach. Our partnership with Cathay is a concrete example of how we catalyse production in the most suitable locations to serve our customers." In addition, the collaboration includes advocacy for policies that support both SAF supply and demand in Asia. The region's abundant feedstock, expanding production capability, and vibrant aviation sector make it ideal for growth. Together, Airbus and Cathay aim to make SAF more accessible and affordable across the region. The two companies share a partnership spanning over three decades. Since Cathay's first Airbus order in 1989, the airline has expanded to operate 86 Airbus aircraft, with more than 70 additional jets on order.



The agreement was announced in Hong Kong on the sidelines of the IATA World Sustainability Symposium © Airbus



Arlanda Airport

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Stockholm Arlanda Airport is taking European aviation into a new era. **Swedavia** and **Luftfartsverket** have jointly introduced Established on RNP (EoR), a concept that enables aircraft to perform curved approaches more often. It is the first of its kind in Europe, designed to make air travel more efficient, sustainable, and smooth. With EoR, planes can now land more frequently each hour. Shorter, curved approaches reduce flight time and fuel burn. Even aircraft using traditional landing procedures benefit, as fewer planes queue for the same runway. The result is faster landings and lower emissions. However, only airlines with special authorisation from their National Supervisory Authority may use curved routes. According to Anna Granberg, Director of Operations at Luftfartsverket, modernising airspace "shows how air traffic control can actively reduce aviation's environmental footprint." She adds that during busy hours, "arrivals at Arlanda become more efficient, with shorter flight paths and reduced emissions." Norwegian also supports the move. "We applaud Swedavia and LfV for introducing more curved approaches," said Charlotte Holmbergh, Country Director Corporate Affairs. "Shorter flights mean less fuel and lower emissions. Efficiency like this is key to meeting our target of cutting emissions by 30% by 2030." SAS shares the enthusiasm. "Every step towards lower fuel use, noise, and emissions matters," said Alexandra Lindgren Kaoukji, Head of External Communication & PR. "This concept is a welcome leap towards a more sustainable airspace around Arlanda." Curved approach technology requires certified aircraft, specially trained pilots, and official approval. Beyond its environmental advantages, it encourages airlines to adopt quieter, cleaner flight paths — helping protect communities below and shaping the future of greener skies.

Elysian, a pioneer in next-generation electric aircraft, has signed a collaboration agreement with regional aircraft lessor **TrueNoord**. The deal, announced during the European Regions Airline Association (ERA) General Assembly in Estoril, supports Elysian's flagship E9X programme for zero-emission short-haul flight. The partnership will centre on a series of strategic sessions exploring key financing and leasing topics. These include direct operating costs, aircraft residual values, and after-sales support for the E9X. The discussions show TrueNoord's strong interest in the aircraft and aim to foster open dialogue between manufacturers, financiers, and airlines within the sustainable aviation ecosystem. Daniel Rosen Jacobson, co-founder and co-CEO of Elysian Aircraft, said collaboration is vital to progress. "The future of aviation will not be built by technology alone, but by the strength of an ecosystem working together," he said. "Through our partnerships with airlines and now with TrueNoord, we ensure that E9X is not only technologically viable but also meets the commercial and financial expectations of the industry," TrueNoord CEO Anne-Bart Tieleman welcomed Elysian to the company's New Technology Hub. "Lessors, including TrueNoord, are an essential part of the future technology aircraft ecosystem," he said. "We help provide the leasing solutions that generate revenue for the next generation of OEMs, allowing innovators like Elysian to thrive and reward their investors." He added that the New Technology Hub aims to ensure such aircraft are economically attractive for airlines ready to embrace new technology. By adding TrueNoord's leasing and financial insight, the partnership complements the E9X's technical development and strengthens its potential to transform regional, emission-free aviation.



TrueNoord CEO Anne-Bart Tieleman (l) and Elysian co-CEO and co-founder Daniel Rosen Jacobson

OTHER NEWS

Airbus, Leonardo and Thales have signed a memorandum of understanding to merge their space activities into a single company. By joining forces, the three giants aim to bolster Europe's strategic autonomy in space. This vital sector supports telecommunications, navigation, earth observation, science, exploration and national security. The new venture will also act as a trusted partner for national sovereign space programmes. The company will pool and develop a full range of complementary technologies and end-to-end solutions, excluding launchers. It will drive innovation to create a unified, resilient European space leader with the scale to compete globally and expand exports. Together, the partners will strengthen investment in next-generation space products and services, using their combined expertise and assets. The merger is expected to deliver mid triple-digit million-euro annual synergies in operating income within five years, with costs in line with industry norms. The partnership should unlock new revenues through a broader portfolio and stronger global reach. Greater efficiency in engineering, manufacturing and project management will fuel long-term value creation. The new company will employ about 25,000 people across Europe, with a projected 2024 turnover of €6.5 billion and an order backlog covering over three years of sales. Ownership will be split among Airbus (35%), Leonardo (32.5%) and Thales (32.5%), under joint control with balanced governance. Employee representatives of Airbus, Leonardo and Thales will be informed and consulted on this project according to the laws of involved countries and the collective agreements applicable at each parent company. Completion of the transaction is subject to customary conditions including regulatory clearances, with the new company expected to be operational in 2027.



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INDUSTRY PEOPLE



Saska Gerasimova

• Chapman Freeborn, the global air charter specialist, has appointed **Saska Gerasimova** as its new Group CEO. She officially takes over on October 20, succeeding Eric Erbacher, who moves into a new position as Chair of the Chapman Freeborn Holdings Board. This leadership change marks a key step in the company's transformation. It signals a fresh phase of renewal and strategic focus. The appointment underlines Chapman Freeborn's aim to stay agile, customer driven, and prepared for the future of aviation. Gerasimova brings wide experience in aviation leasing, freight, logistics, and fleet management. She joins from Amazon Air Europe, where she served as senior supply chain manager. Before that, she held senior roles at Smartwings Group, including fleet director and leasing manager. Drawing on this background, Gerasimova plans to strengthen Chapman Freeborn's customer focus and operational efficiency. She highlighted the company's 2030 strategic plan as a key guide. "Our goals require clarity, trust, and teamwork," she said. She also plans to visit regional hubs to deepen her understanding of lo-

cal operations and connect with teams worldwide. Meanwhile, outgoing CEO **Eric Erbacher** transitions to his new role as Chair of the Chapman Freeborn Holdings Board of Directors, after more than five years as Group CEO. During his tenure, he oversaw significant growth and diversification. "In my new role, I look forward to having a greater capacity for focusing on customer engagement, closing material deals and driving our long-term strategy. I am delighted to welcome Saska to Chapman Freeborn," he said. With this transition, Chapman Freeborn reinforces its commitment to innovation and stability. The company enters a new chapter under Gerasimova's leadership while maintaining continuity through Erbacher's continued guidance.



Nathaniel Pieper

• American Airlines Group (American) has announced the appointment of **Nathaniel (Nat) Pieper** as Chief Commercial Officer. Currently serving as CEO of the oneworld alliance, Pieper will take up his new position on 3 November and will report directly to American's CEO, **Robert Isom**. In his new role, Pieper will oversee American's entire

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commercial strategy, including alliances and partnerships, cargo operations, co-branded credit card programmes, loyalty initiatives, network planning, revenue management, and sales and distribution. He will also jointly lead the airline's Customer Experience division alongside Chief Operating Officer **David Seymour**. Before joining American, Pieper held the position of CEO at oneworld from April 2024. His leadership saw the integration of two new member airlines, the launch of sustainability and customer experience projects, and the strengthening of ties across the alliance. Pieper's focus at oneworld was on reshaping its mission and strategy towards a premium customer experience, greater digital connectivity, scalable initiatives, and a robust organisational structure designed for long-term success.

Commercial Jet Aircraft

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

Regional Jet / Turboprop Aircraft

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

Commercial Engines

AE3007 Engines	Sale / Lease	Company	Contact	Email	Phone
(8) AE3007A1	Now - Sale	Newcastle Aviation	Steve Hendrickson	steveh@newcastleaviation.com	952-223-0317
CF34 Engines	Sale / Lease	Company	Contact	Email	Phone
(1) CF34-10E	Now - Sale	Lufthansa Technik AERO Alzey	Johannes Otto	johannes.otto@lhaero.com	+49-151-589-39560
(2) CF34-10E	Now - Lease				
(1) CF34-8C5	Now - Sale / Lease	ASI Aero	Dave Silvers	daves@asiaero.net	+561.931.6650
(1) CF34-10E6	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(1) CF34-10E5	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
(2) CF34-3A	Now - Sale	GNS	Shlomi Levi	shlomi@g-n-solutions.com	+972-52 850 8511
(1) CF34-10E5A1	Now - Lease	DASI	Joe Hutchings	joe.hutchings@dasi.com	+ 1 954-478-7195

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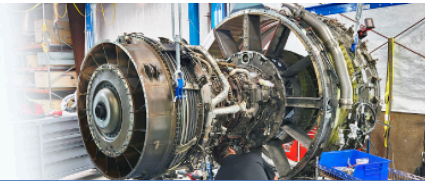
Commercial Engines

CFM Engines	Sale / Lease	Company	Contact	Email	Phone
(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				