AviTrader
AVIATION NEWS PUBLICATIONS
ISSN 1718-7966 NOVEMBER 3, 2025/ VOL. 1011
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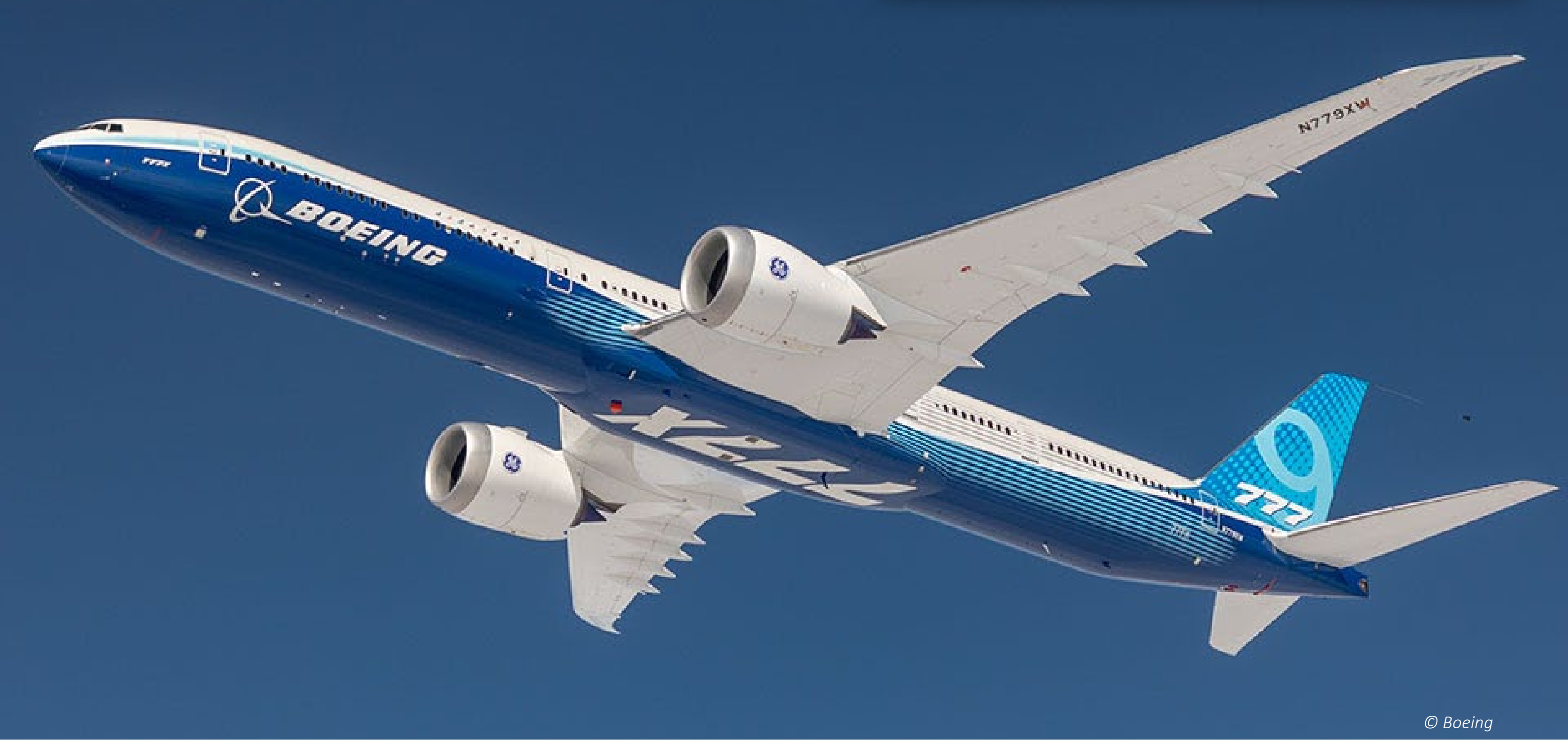
Weekly Aviation Headline News



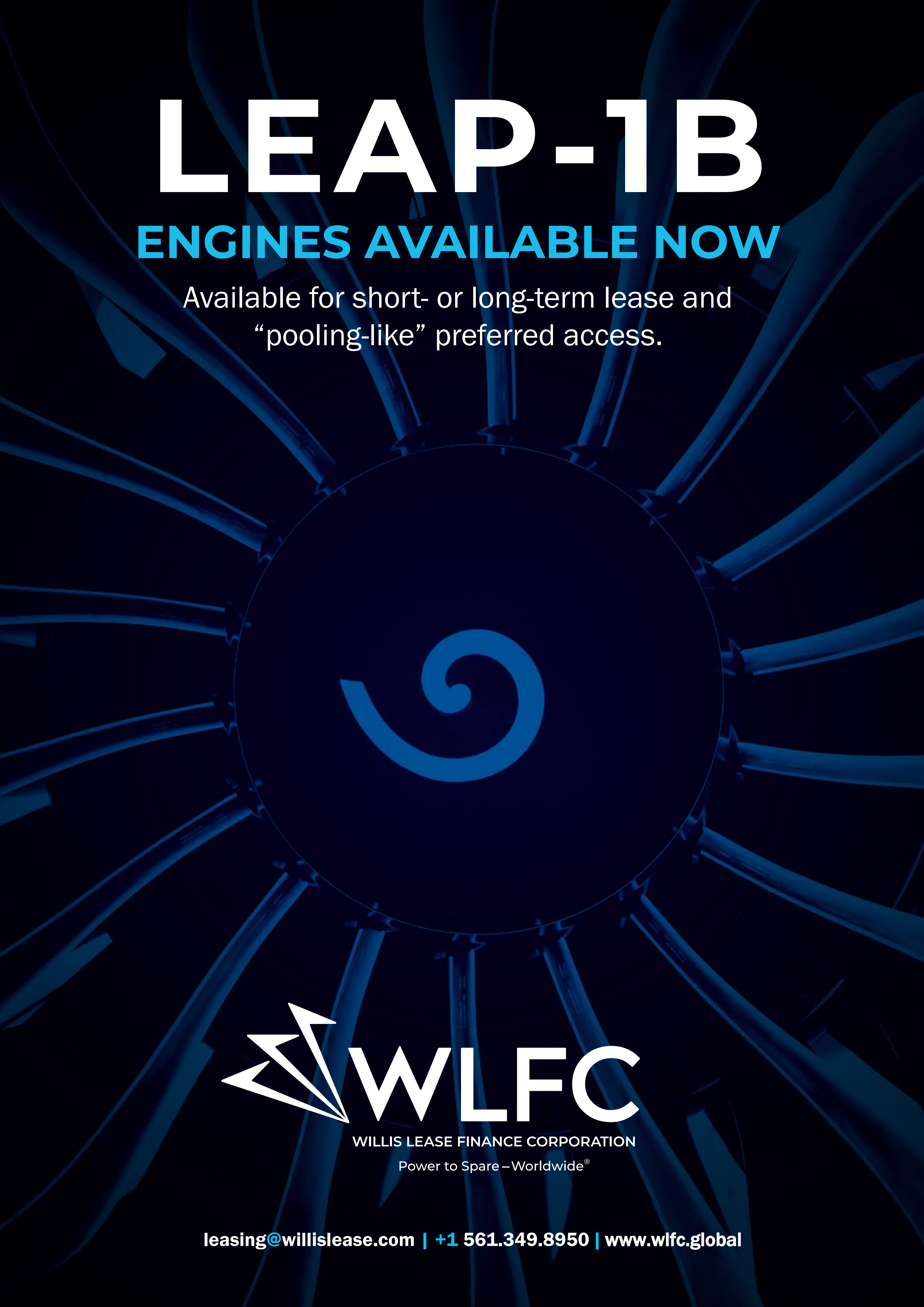
© Boeing

> "We still have a significant portion of the flight test certification programme to go.
> *Kelly Ortberg, CEO Boeing Co.*"

Boeing Sees Further 777X Delays and Takes US$5bn Hit, Though 737 MAX Programme Gets Much-Needed Production Boost

The 777X launch is now seven years behind schedule, but the FAA has allowed Boeing to ramp up 737 MAX production

Once again Boeing has found itself having to further delay the launch of its new 777X long-range jetliner. Originally the aircraft was scheduled to be operational in 2020, but the latest delay will see this date postponed until 2027. Consequently, the North American planemaker has been forced to take a charge on the programme of US$5 billion, which is appreciably greater than the anticipated US$2 billion to US$4 billion range, and which includes penalties owed to customers for late deliveries. The 777X is key to Boeing's long-term wide-body strategy, but the seven-year delay has seen the company rack up over US$15 billion in charges. Not only has this put Boeing under financial pressure, but it has also played into the hands of Airbus and its A350 equivalent during a time when long-haul travel is on the uptake. According to Kelly Ortberg, the company CEO, there is still "a mountain of work" to be done, while confirming that certifying of the jet was way behind schedule. Boeing has conducted over 4,000 flight test hours, more than twice the number for a typical programme, Ortberg advised during a call last Wednesday with analysts, adding, "We still have a significant portion of the flight test certification programme to go." It is understood that one of the principal reasons for the ongoing delay is that Boeing is waiting for a key milestone to be achieved prior to obtaining final certification. From the carriers' perspective, such a delay means that they are hamstrung in their ability to renew their long-haul fleets as there is an overall shortage of new jets in this sector. This means that existing aircraft are now operating for longer than anticipated, and these older jets are appreciably less fuel efficient. There are 15 carriers awaiting delivery of the 777X, with orders currently standing at 618 planes: Emirates and Qatar Airways being the largest customers with 256 and 124 planes on order, respectively. However, on the upside for Boeing, production of its flagship 737 MAX is now on the increase after the company received long-awaited approval from the US Federal Aviation Administration (FAA) to increase production from 38 units that had been capped since January 2024, to 42 units per month. According to Reuters news agency, Boeing has already started loading the 737 line at a rate of 42 aircraft a month, with Ortberg saying that "I'm planning that we will exit the year very soundly at the 42-a-month rate". Additionally, the company continues to work on certifying the 737-7 and 737-10, the smallest and largest versions of its 737 MAX family of aircraft. Ortberg has also confirmed that Boeing intends to increase output of its 787 Dreamliner from seven to eight jets a month in the "near future". The planemaker currently plans to double its manufacturing footprint at its North Charleston, South Carolina premises, with the intention of ramping up 787 production to over ten units per month. Unfortunately, certification delays for premium seats from suppliers continue to dog the programme, a headache that is also being shared by Airbus, Ortberg confirmed.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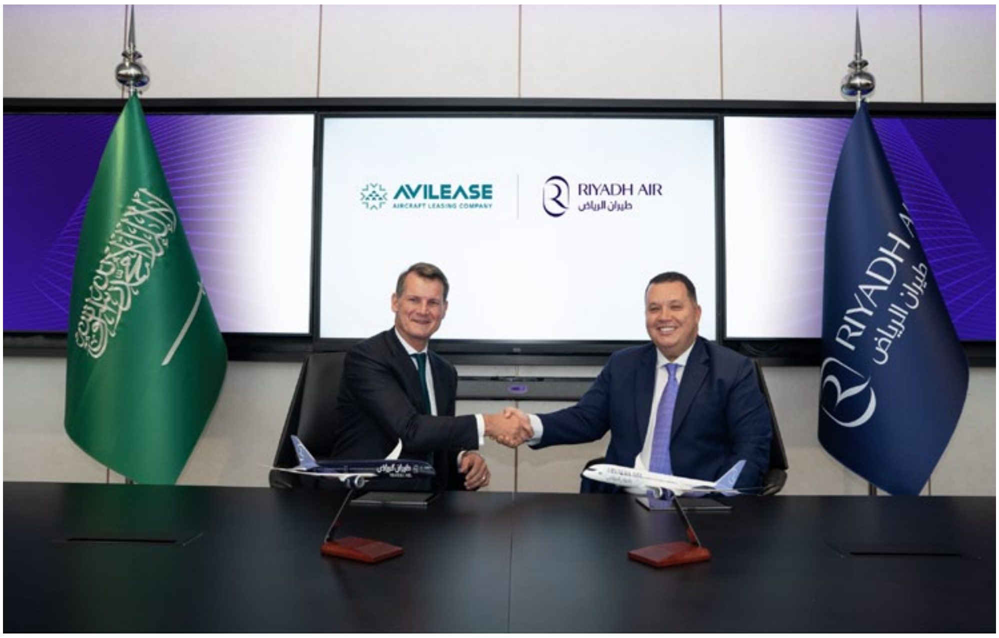
AIRCRAFT & ENGINE NEWS

Hiroshima City Fire Services Bureau becomes first firefighting operator of Airbus H160

The Hiroshima City Fire Services Bureau will become the world's first firefighting operator of the H160 *© Airbus Helicopters*

The Hiroshima City Fire Services Bureau has received its first Airbus H160 helicopter, becoming the world's first firefighting operator of this helicopter. The aircraft will begin service in early 2026. It will support firefighting, search and rescue, medical emergencies and disaster response. It will also be used for aerial surveys of affected areas. The H160 will carry a firefighting bucket to back up ground teams during wildfires. Its design focuses on agility and efficiency, making it ideal for emergency operations. "We take pride in being the first to use the H160 for firefighting," said Hideki Sadamori, Chief of the Hiroshima City Fire Services Bureau. "We trust its advanced performance to improve our city's rescue and disaster prevention work. With this helicopter, we aim to save as many lives as possible." The H160 replaces the ageing AS365 N3, which has served Hiroshima since 2006. The new model brings quieter operation, better handling, and cutting-edge avionics. It also offers more comfort for the crew and improved safety in demanding conditions. Airbus Helicopters has been a trusted partner in Japan for 65 years. Around 380 Airbus helicopters are now flying across the country on various missions. The H160 is steadily expanding its presence. Three units are already in service — two for law enforcement and one for news gathering. Another aircraft has been ordered by the Nagoya City Fire Bureau. Hiroshima's adoption of the H160 marks a milestone in firefighting aviation. It signals Japan's commitment to modern, efficient, and life-saving air operations.

Riyadh Air and AviLease seal first aircraft lease



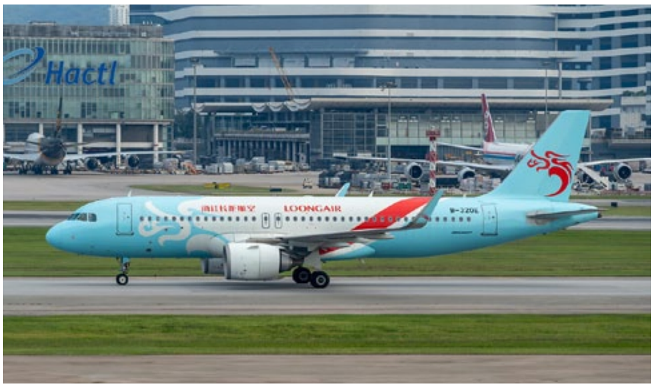
AviLease and Riyadh Air have signed a lease agreement for one Boeing 787-9 Dreamliner *© AviLease*

AviLease, a global aircraft lessor based in Saudi Arabia, has finalised its first lease deal with Riyadh Air. The agreement covers one Boeing 787-9 Dreamliner and makes AviLease the first lessor to partner with the Kingdom's new national carrier. The aircraft will arrive in the fourth quarter of 2025, marking a major step as Riyadh Air gears up for its commercial debut. This milestone strengthens both companies. AviLease deepens its presence in the Kingdom's fast-growing aviation market, while Riyadh Air accelerates the creation of a young, efficient fleet. The Boeing 787-9 offers long range, fuel savings, and outstanding passenger comfort. With these advantages, Riyadh Air can connect Saudi Arabia to new destinations and improve its operational performance. Adam Boukadida, Chief Financial Officer at Riyadh Air, praised the deal. He said the airline was thrilled to complete its first aircraft lease with AviLease. According to him, the 787-9 will play a vital role in providing guests with a superior travel experience. He also noted that this partnership reflects Riyadh Air's ambition to become a leading global airline known for quality and innovation. Moreover, the agreement supports Saudi Arabia's Vision 2030 and the Saudi Aviation Strategy. Both initiatives aim to expand air connectivity, attract millions of travellers, and position the Kingdom as a major global transport hub. By investing in modern aircraft and strong partnerships, Riyadh Air contributes directly to these national goals. As the airline prepares for take-off, momentum continues to build across the Saudi aviation sector. The collaboration with AviLease shows how strategic partnerships can fuel progress, sustainability, and global reach. Together, both companies are helping to shape the next era of air travel in Saudi Arabia — one built on innovation, ambition, and forward-looking vision.

AIRCRAFT & ENGINE NEWS

BOC Aviation and Loong Air sign lease deal for three A320neos

BOC Aviation has signed a new lease agreement with Zhejiang Loong Airlines for three Airbus A320neo aircraft. The planes come from BOC Aviation's orderbook and will be powered by CFM LEAP-1A engines. Deliveries are scheduled for 2027. Moreover, Chief Executive Steven Townend said the deal reinforces the company's presence in China. He noted that the A320neo aircraft are highly efficient and designed to reduce fuel burn. As a result, Loong Air will benefit from lower operating costs and improved sustainability. Meanwhile, Loong Air Chairman Liu Qihong described the agreement as another step forward in the partnership. He said Hangzhou, the airline's home city, is a fast-growing tech hub filled with opportunities. Therefore, deeper cooperation with BOC Aviation will help drive innovation and support the wider development of the aviation industry in China. In addition, the Airbus A320neo is recognised for its advanced technology and reduced emissions. By adding these aircraft, Loong Air will enhance its efficiency and environmental performance. Ultimately, this agreement strengthens BOC Aviation's foothold in the Asia-Pacific region. It also underscores both companies shared focus on sustainability and modernisation. Together, BOC Aviation and Loong Air are paving the way for a more efficient, greener, and better-connected future in Chinese aviation.



Loong Air Airbus A320neo *© AirTeamImages*

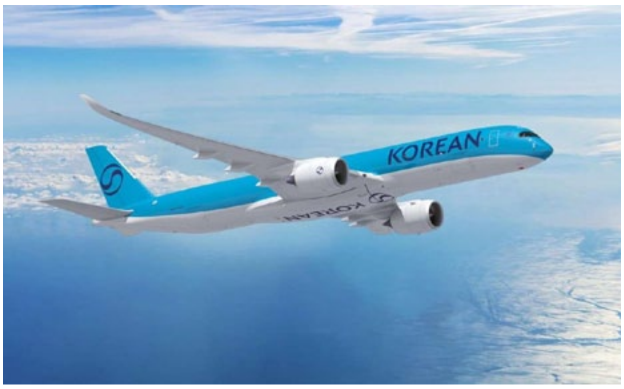
Vietjet confirms order for 100 Airbus A321neos

Image of Vietjet Airbus A321neo *© Airbus*

Vietjet, Vietnam's largest private airline, has converted its June memorandum of understanding into a firm order for 100 Airbus A321neo aircraft. The deal strengthens its strategy for rapid growth and modernisation. This agreement raises Vietjet's total A321neo orders to 280 aircraft and confirms the airline's commitment to building one of the most efficient fleets in the region. The move also follows its recent order for 20 A330neo widebody aircraft in May, deepening Vietjet's long-term partnership with Airbus. Vietjet Chairwoman Nguyen Thi Phuong Thao described the contract as "a symbol of trust, aspiration, and a shared vision for sustainable development and global connectivity." Her comments reflect the airline's ambition to expand its international network while maintaining environmental responsibility. Airbus Executive Vice President of Sales, Benoît de Saint-Exupéry, said the A321neo's proven efficiency and flexibility make it the ideal choice for Vietjet's ambitious expansion. When combined with the A330neo, he added, the fleet will deliver excellent operating economics and strong commonality across routes and crews. The A321neo is the largest aircraft in Airbus' best-selling A320neo family. It offers longer range and higher performance than earlier models. With new-generation engines and Sharklets, the A321neo cuts fuel use and carbon emissions by over 20%. It also reduces noise by 50%, making it one of the quietest aircraft in its class. Furthermore, the aircraft is designed to enhance passenger comfort while lowering operating costs. Its efficiency helps airlines like Vietjet expand sustainably in competitive markets. By finalising this major order, Vietjet strengthens its position as a regional leader in modern, fuel-efficient air travel and reinforces its role in driving Vietnam's growing aviation industry forward.

Korean Air becomes A350 Freighter customer

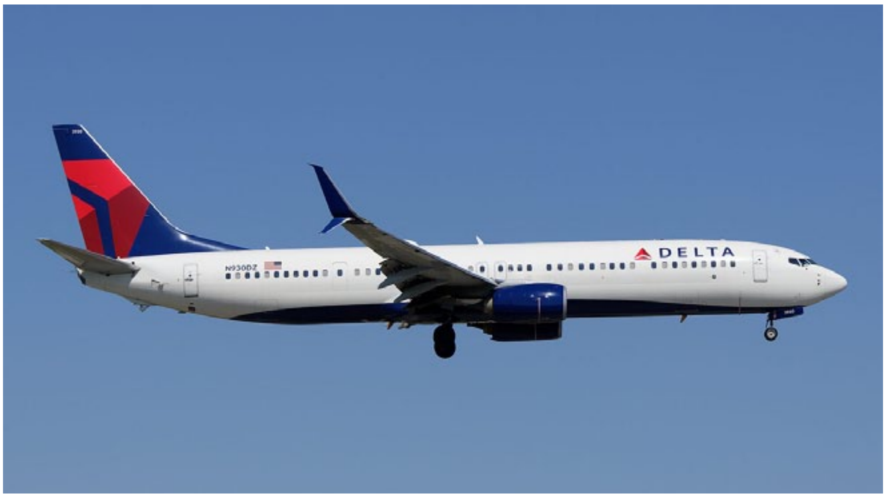
Korean Air has joined the list of A350F customers. The airline has converted seven of its Airbus A350-1000 passenger aircraft orders to the new freighter version. This move highlights its focus on efficiency and advanced cargo operations. Airbus EVP Sales Benoît de Saint-Exupéry called the decision a major endorsement. He said Korean Air's choice confirms the A350F's strong performance in the large freighter market. As one of the world's biggest cargo operators, the airline's backing gives weight to the aircraft's appeal. The A350F features the largest main deck cargo door in the industry. Its fuselage is designed around standard pallets and containers for maximum space. More than 70% of the airframe uses advanced materials, making it 46 tonnes lighter than rival models. It will also be the only freighter to meet ICAO's new CO_2 standards from 2027. Still under development, the A350F can carry up to 111 tonnes of cargo and will fly up to 4,700 nautical miles, or about 8,700 kilometres. The aircraft uses Rolls-Royce Trent XWB-97 engines, cutting fuel burn and carbon emissions by up to 40% compared with older freighters. By September 2025, Airbus had received 1,445 orders for its A350 family. These include 65 A350Fs from ten cargo airlines and one lessor. The figures show strong global demand for new-generation, fuel-efficient wide-body aircraft. Korean Air now has 33 A350s on order. The total includes 20 A350-1000s, seven A350Fs and six A350-900s. The first two A350-900s have already been delivered. The airline also has 39 outstanding orders for A321neo aircraft, further strengthening its modern, sustainable fleet strategy.



Korean Air has converted seven of its Airbus A350-1000 passenger aircraft orders to the new A350F version *© Airbus*

AIRCRAFT & ENGINE NEWS

Over 90% of Boeing 737-900ER fleet still active

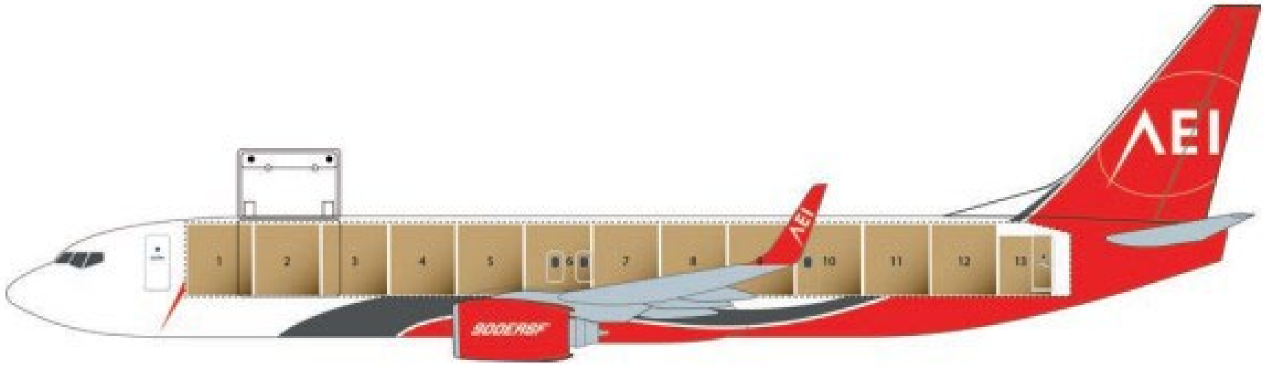


Delta Air Lines B737-900ER © *AirTeamImages*

IBA, the aviation intelligence and advisory firm, has reported that more than 90% of the global Boeing 737-900ER fleet remains active. This reflects the aircraft's enduring strength in the market, its long-term potential, and expanding prospects from new freighter conversion programmes. The latest findings from IBA's Aircraft Market Intelligence Report (AMIR) indicate that the 737-900ER continues to deliver robust operational and value performance, despite limited secondary market trading. The aircraft maintains its appeal among operators through high utilisation rates, stable lease values, and consistent market confidence. According to data from IBA Insight, North American airlines dominate the 737-900ER segment, with 381 of the 503 aircraft currently in service worldwide. Delta Air Lines (163 units), United Airlines (136), and Alaska Airlines (79) collectively represent 76% of the active fleet. IBA's analysis confirms that both Market Values and Lease Rates for the 737-900ER have remained firm throughout 2025. A 2019-built example is valued between US$32 and US$34 million, while a 2011 aircraft has risen moderately to US$21.5–22.5 million. Monthly lease rates range from US$298,000–307,000 for newer jets and US$223,000–252,000 for mid-life aircraft. The long-term outlook for the 737-900ER is further strengthened by upcoming conversion activity, as Aeronautical Engineers Inc. (AEI) has announced plans for a 737-900ERSF freighter programme. With FAA certification expected in 2029, the conversions will extend the aircraft's operational lifespan as passenger fleets begin transitioning toward retirement. This initiative coincides with ongoing demand in the air cargo sector, fuelled by e-commerce growth and the replacement of ageing freighters. The proven success of the 737-800SF serves as a strong indicator, with Boeing forecasting more than 1,700 freighter conversions globally over the next 20 years. Sustained demand for serviceable CFM56-7B27 engines continues to underpin asset values across the 737NG family, ensuring that the 737-900ER remains a dependable performer in both passenger and freighter markets.

MRO & PRODUCTION NEWS

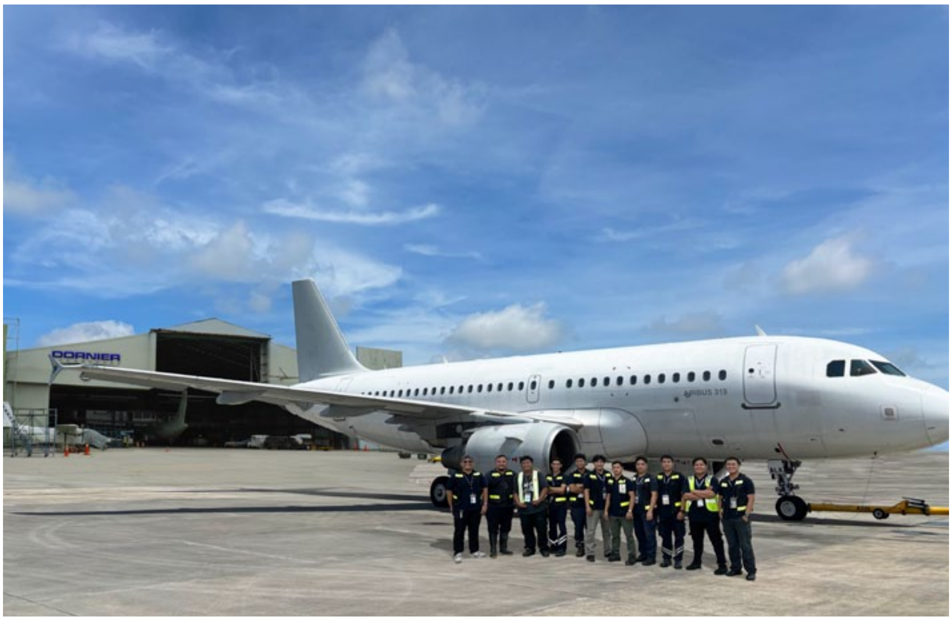
AEI launches B737-900ERSF conversion



Rendering of B737-900ERSF freighter © AEI

Aeronautical Engineers, Inc. (AEI), a specialist in passenger-to-freighter conversions, has launched its new B737-900 Extended Range Special Freighter (B737-900ERSF) programme. The company, a Boeing-licensed third-party STC provider, is developing the conversion under its existing licensing agreement. This new project expands AEI's growing portfolio and underlines its focus on innovation and operational efficiency. It also reflects the company's commitment to supporting the fast-changing air cargo market. The B737-900ERSF will be the largest and most capable narrow-body freighter in AEI's range. It will offer greater payload and cargo volume than existing B737 freighter platforms. These improvements aim to meet growing operator demand for aircraft with more space and efficiency. AEI expects to secure FAA supplemental type certification (STC) in 2029. Approval from the European Union Aviation Safety Agency (EASA) and the Civil Aviation Administration of China (CAAC) will follow soon after. "This is a strategic move to meet the rising need for higher-capacity narrow-body freighters," said Robert T. Convey, AEI's Senior Vice President of Sales and Marketing. "With e-commerce and express markets expanding worldwide, the B737-900ERSF gives operators the right balance of payload, volume and operating economics." The new freighter will strengthen AEI's position as a trusted provider in the conversion market. It also demonstrates the company's ability to anticipate industry trends and deliver solutions tailored to the needs of modern cargo operators. With its latest programme, AEI continues to set new standards in freighter performance and efficiency, supporting global logistics networks as demand for reliable air cargo transport keeps growing.

Dornier Technology gains US FAA Certification for Airbus A320 family



Dornier Technology's Clark-based team with an Airbus A319, now approved under its new US FAA certification
© Dornier Technology

Dornier Technology has been officially certified by the United States Federal Aviation Administration (US FAA) as a Foreign Repair Station, authorising the company to carry out heavy maintenance on the Airbus A320 family. Headquartered in Clark, the Philippines, Dornier Technology is now approved by the US FAA to carry out scheduled preventive maintenance, major repairs and alterations, and heavy airframe maintenance up to D-Check (12-year check) on the Airbus A318, A319, A320 and A321. This covers both CEO and NEO variants, powered by CFM International CFM56, International Aero Engines V2500 and Pratt & Whitney PW1100G engines. "We secured the certification following a thorough audit by US FAA officials who visited our facilities," commented Nick Gitsis, CEO of Dornier Technology. He added "The US FAA is globally recognised and this certification positions Dornier to meet the stringent requirements of aircraft owners and lessors worldwide. It confirms that our processes, inspection systems, equipment, and personnel are fully compliant with US FAA standards." Gitsis noted the relevance of the certification to the global market, saying that "the A320 family is the world's most popular narrow-body aircraft. Having FAA approval allows us to participate more actively in the global MRO market." He also stated: "With this certification, we anticipate growth in the following markets: US, the ASEAN region, Taiwan, Japan, Korea and Pacific Island nations." "The Philippines is emerging as a hub for aircraft MRO thanks to its large pool of skilled and certified maintenance engineers and technicians, who constantly deliver quality workmanship that meets the highest international standards," he added.

MRO & PRODUCTION NEWS

Bye Aerospace picks magniX Samson batteries for eFlyer 2 prototype

The eFlyer 2 aircraft prototype © magniX

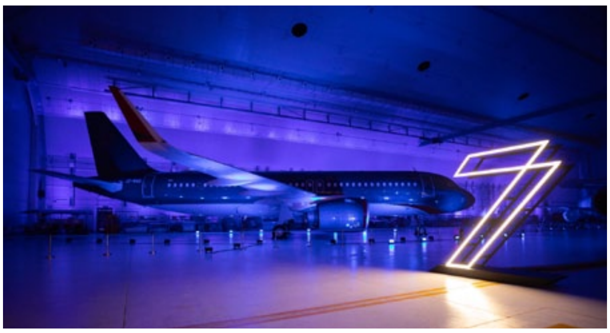
Bye Aerospace, a global pioneer in sustainable electric aviation, has selected magniX's Samson battery system for its eFlyer 2 aircraft prototype. The two-seat, all-electric trainer will make its maiden flight in early 2026. This marks a key milestone in the company's mission to decarbonise pilot training. The Samson battery delivers outstanding energy density and durability. It offers more than 1,000 full-depth discharge cycles and includes patented safety features. Moreover, it benefits from magniX's proven experience in electric flight. The system has been engineered for simple integration, allowing for longer range, higher payloads and greater operating time between charges. Beyond aviation, Samson batteries are scalable for defence, industrial, and stationary energy storage. Therefore, they serve a much wider market seeking safe and certifiable power systems. The Bye Aerospace order follows magniX's July announcement of a partnership with Robinson Helicopter Company. Together, they are developing an electric version of the well-known R66 model. These projects, taken together, show how rapidly demand is growing for advanced and certifiable battery systems across the aerospace sector. "As we approach the first flight of our full-scale eFlyer 2 prototype, Bye Aerospace is proud to lead the next generation of pilot training with disruptive, all-electric aircraft technology," said Rod Zastrow, CEO of Bye Aerospace. "This milestone marks a critical step in our mission to deliver dramatically lower operating costs, enhanced reliability, and sustainable performance for flight schools. Our collaboration with magniX during the eFlyer 2 prototype phase brings together our innovative airframe with magniX's proven electric power systems, laying the foundation for a cleaner, more efficient future in aviation training."

Caerdav signs new consignment deal with Aerospheres

Caerdav's Chief Executive Officer Chris Coleman (l), and Aerospheres' CEO Paul Thompson
© Aerospheres

Caerdav has signed a new consignment agreement with global MRO supplier Aerospheres. The partnership aims to simplify how maintenance materials are sourced and supplied. Announced at MRO Europe in London, the deal ensures key stock — including tapes, oils, sealants, adhesives and composites — is always available at Caerdav's St Athan facility. The agreement marks another step forward in both companies' growth strategies. Chris Coleman, Caerdav's Chief Executive Officer, said the partnership supports the company's expanding maintenance operations. As Caerdav's fourth line reaches full capacity, having immediate access to essential materials is vital. Coleman praised Aerospheres for offering a flexible solution that helps avoid supply chain delays and maintain consistent service quality. A key benefit of the deal is consolidation. Aerospheres will handle a process that previously involved multiple suppliers, improving efficiency and reducing sourcing time. With access to around US$20 million worth of stock, Aerospheres can cut freight costs and lower associated CO_2 emissions. Its 'pay on consumption' model also supports better cash flow for Caerdav. Aerospheres CEO Paul Thompson said he was pleased to welcome Caerdav to the company's consignment programme. He noted that the agreement would bring savings in administration, inventory, and waste reduction. The timing of the deal aligns with Aerospheres' recent expansion. Its new state-of-the-art facility in Hemel Hempstead, opened on 1 September, increases storage capacity and enhances logistics performance. These improvements will directly support Caerdav's growing maintenance workload, particularly across Boeing 737 and Airbus A320 aircraft.

Joramco launches A380-capable Hangar 7



3-D light projection illuminated both the aircraft and the walls of Hangar 7
© Joramco

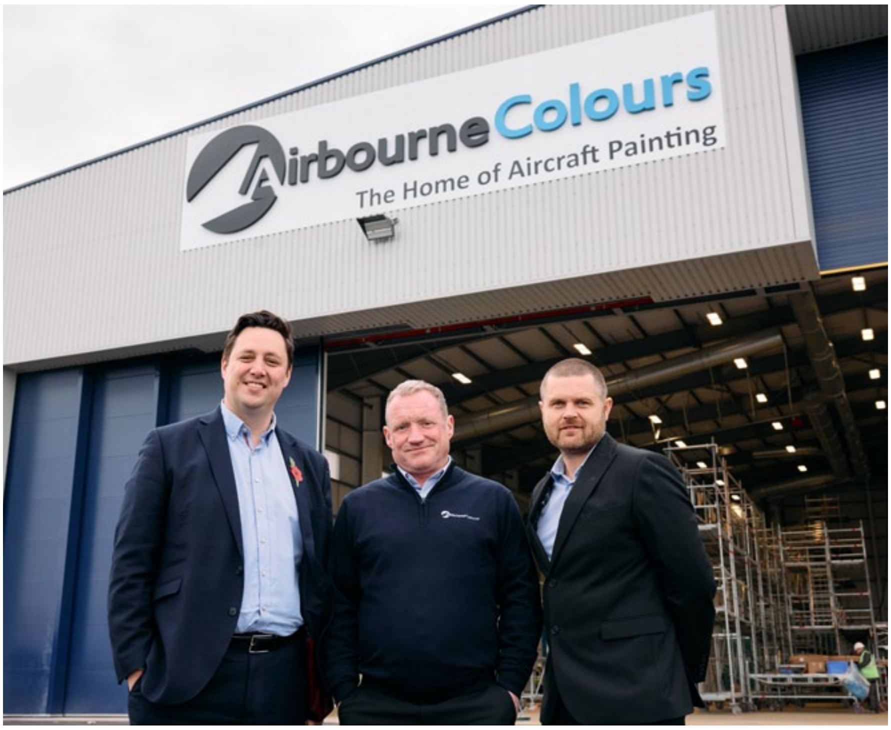
Joramco, the Amman-based aircraft maintenance, repair and overhaul (MRO) specialist and engineering arm of Dubai Aerospace Enterprise (DAE), has officially launched operations at its new "Hangar 7" facility. The launch ceremony took place on October 27, at Joramco's headquarters within Queen Alia International Airport. The event gathered government officials, airport representatives, long-term partners, and senior executives from leading global aviation firms. For the occasion, Hangar 7 was transformed into an elegant event space. A striking 3-D light projection and mapping display illuminated both the aircraft and the hangar walls, creating an immersive visual experience that celebrated innovation and progress. Jeff Wilkinson, Chief Executive Officer of DAE Engineering, hailed the opening as a defining moment in Joramco's evolution. "This A380-capable hangar starts the next chapter of Joramco's growth and ongoing transformation journey," he said. "It reflects our commitment to operational excellence and marks a major milestone in our long-term expansion strategy." The addition of Hangar 7 boosts Joramco's maintenance capacity from 17 to 22 lines. This expansion allows the company to serve more customers and manage a wider variety of aircraft at the same time. Furthermore, Joramco expects a 30% increase in total manhours, reaching over two million annually. The new hangar strengthens its ability to handle complex, large-aircraft projects, including the Airbus A380, while maintaining its reputation for technical expertise and efficiency. With this latest investment, Joramco continues to position itself as a leading MRO provider in the Middle East, combining advanced infrastructure with world-class engineering standards to meet growing global demand.

MRO & PRODUCTION NEWS

Dubai Aerospace Enterprise releases Q3 2025 results

Dubai Aerospace Enterprise (DAE) has released its financial results for the nine months (Q3) ending September 30, 2025. Total revenue rose to US$ 1,277.7 million, up 25.6% from US$ 1,017.1 million in the same period last year, driven by incremental lease revenue from newly acquired aircraft and higher maintenance income. Profit for the period increased to US$ 566.7 million, compared with US$ 310.8 million a year earlier, an 82.3% rise, reflecting higher operating profit and insurance recoveries, partially offset by increased net finance costs and tax expenses. Operating profit before exceptional items reached US$ 686.1 million, up 34.0% from US$ 512.1 million, supported by revenue growth and gains on aircraft disposals, partly offset by higher overall expenses. Total assets rose to US$ 16,359.1 million on September 30, 2025, from US$ 13,033.3 million on December 31, 2024, primarily due to aircraft acquisitions. Available liquidity was US$ 3,439.3 million, slightly lower than US$ 3,785.6 million at the end of 2024, with a liquidity coverage ratio of 227% (down from 274%). The net debt-to-equity ratio increased to 2.60:1 from 2.42:1, reflecting higher leverage following the aircraft purchases. Overall, the results highlight robust growth, strengthened operational performance, and continued investment in fleet expansion. As of September 30, 2025, DAE's fleet comprised 726 aircraft, up from 506 at the end of 2024. This included 530 owned aircraft (329 on December 31, 2024), 113 managed (110) and 83 committed aircraft (67). During the nine-month period, DAE purchased 249 owned aircraft, including those acquired through a business combination, and 14 managed aircraft, while selling 48 owned and 11 managed aircraft. The weighted average age of the owned fleet was 6.8 years for passenger aircraft and 11.2 years for freighters, compared with 7.3 and 10.5 years respectively at the end of 2024. Weighted average remaining lease terms were 6.4 years for passenger aircraft and 9.1 years for freighters, slightly down from 6.5 and 7.2 years respectively, reflecting the integration of new aircraft. On the financial side, the proportion of unsecured debt increased to 85.9% of total debt from 79.4% on December 31, 2024, signalling a continued reliance on flexible debt instruments. Overall, the fleet expansion and active management underline DAE's growth strategy, maintaining a relatively young and well-leased portfolio while supporting financial optimisation.

Airbourne Colours opens Teesside facility, creating 40 new jobs



From left: Tees Valley Mayor Ben Houchen, Airbourne Colours Chief Executive Steve Darbyshire and Teesside Airport Managing Director Phil Forster *© Airbourne Colours*

Airbourne Colours has opened a second multi-million-pound aircraft painting facility at Teesside Airport. The move marks another major step in the firm's rapid expansion and will create up to 40 new jobs. The new 27,000 ft² unit, completed on schedule this month, is now fully operational. Located on the airport's north side, it will help the company meet rising demand from airlines worldwide. The site can handle narrow-body aircraft such as the Airbus A321 and Boeing 737 MAX 10. Airbourne Colours Founder and Chief Executive Steve Darbyshire said: "It is outstanding to see the completion of our fantastic new facility at Teesside Airport which is essential in helping us meet the demand from our clients across the global aircraft industry." The company first began operations at Teesside Airport in October 2024 with its original painting facility. Since then, Airbourne Colours has experienced strong growth, supported by steady demand from major airlines across Europe. With an annual turnover of £15 million US$19.65 , the firm serves leading carriers including Jet2, BA Cityflyer, Loganair, Smartlynx, SAS, TAP Portugal, Air Dolomiti, Lufthansa, and Brussels Airlines. The new Teesside site will boost capacity and efficiency while supporting long-term contracts from both existing and new clients. Moreover, it reinforces the airport's role as a growing hub for aviation services in the Northeast. As Airbourne Colours celebrates 15 years in business, the expansion highlights its strong reputation in aircraft finishing and maintenance — and its commitment to investing in local talent and facilities.

Chromalloy wins FAA approval for CFM56 HPT blade

Chromalloy has received Federal Aviation Administration (FAA) Parts Manufacturer Approval (PMA) for its CFM56-5B/7B high-pressure turbine (HPT) blade. The company is a global specialist in the aerospace engine aftermarket, and this approval marks a major achievement. The CFM56-5B/7B engine family powers more than 20,000 aircraft worldwide. The CFM56-5B is used on the Airbus A320 series, while the CFM56-7B powers Boeing 737NG aircraft. Together, they form a large share of the global commercial engine fleet. Chromalloy's new HPT Blade is now the only aftermarket alternative to the original manufacturer's part. It is fully FAA approved and ready for production. The new design joins three existing PMA components for the same platform: the HPT Nozzle Guide Vane, LPT Stage 1 Nozzle Guide Vane, and HPT Shroud. Chromalloy also offers more than 50 designated engineering representative (DER) repairs for the CFM56 engine family. Of these, 25 are advanced repairs that provide extra value for airlines, leasing companies, and MRO (maintenance, repair, and overhaul) providers. The company has been working closely with global operators to introduce its full suite of CFM56 PMA parts. Its long track record of technical skill and reliability continues to inspire customer confidence. Demand for the newly approved blade has been high. Orders already cover all planned production for the rest of 2025. Many customers are now reserving manufacturing slots well into 2026. This latest approval strengthens Chromalloy's position as a key player in the engine aftermarket. It also supports airlines seeking high-quality, cost-effective alternatives to OEM parts while maintaining the highest safety and performance standards.

FINANCIAL NEWS

Textron lifts profit and cash flow as Aviation and Bell drive growth

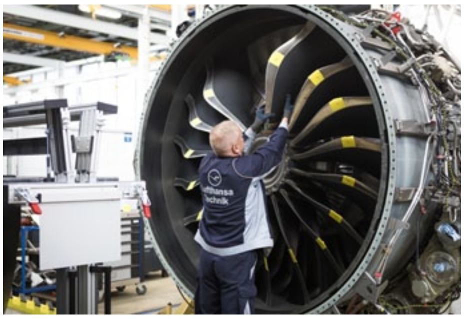
Textron reported third quarter 2025 income from continuing operations of US$1.31 per share, up from US$1.18 in the same quarter of 2024. Adjusted income from continuing operations reached US$1.55 per share, compared to US$1.40 a year earlier. Total revenue increased by 5%, supported by gains at Aviation, Bell, and Textron Systems. Chairman and CEO Scott C. Donnelly said higher aircraft deliveries, faster MV-75 production at Bell, and steady results from Systems produced a strong performance. Net cash provided by operating activities for the manufacturing group reached US$348 million, compared with US$208 million last year. Manufacturing cash flow before pension contributions rose to US$281 million, up from US$147 million in 2024. During the quarter, Textron returned US$206 million to shareholders through share repurchases. Year to date, buybacks totalled US$635 million. The company's ongoing repurchase activity reflects confidence in its financial strength and growth strategy. For the full year 2025, Textron reaffirmed its forecast for GAAP earnings per share from continuing operations in the range of US$5.19 to US$5.39. On an adjusted basis, earnings are expected between US$6.00 and US$6.20 per share. Manufacturing cash flow before pension contributions remains projected between US$900 million and US$1.0 billion. With continued demand across its core segments and strong cash generation, Textron appears well positioned to sustain growth through the remainder of 2025.

VSE Corporation to acquire Aero 3 in major aviation aftermarket deal


VSE Corporation has acquired Aero 3 © Shutterstock

VSE Corporation has announced a definitive agreement to acquire GenNx/AeroRepair IntermediateCo Inc., the parent company of Aero 3. The seller, GenNx360 Capital Partners, is a private equity firm with a strong record in industrial and service businesses. Aero 3 is a global provider of maintenance, repair and overhaul (MRO) services and aviation aftermarket distribution. The company supports the commercial wheel and brake sector through a mix of repair facilities, distribution partnerships, and proprietary engineering solutions. Founded in 1994 and based in Manchester, New Hampshire, Aero 3 employs around 280 people. It serves more than 750 customers worldwide and handles about 50,000 MRO events each year. The acquisition will significantly strengthen VSE's position in the aviation aftermarket. Aero 3's three main business lines will complement VSE's existing operations. Its wheel and brake MRO services span nine strategically located facilities in the United States, Canada and the United Kingdom. These sites provide proximity to key customers, efficient logistics, and fast turnaround times. Moreover, Aero 3 distributes OEM wheel and brake components under authorised agreements, enhancing VSE's role as a trusted OEM-aligned partner. The company also develops proprietary repair and manufacturing solutions, offering high-margin, specialised products that expand VSE's engineering capabilities. According to VSE, the deal underscores its commitment to building a broader, more integrated aviation services portfolio. It will also boost access to key markets and strengthen relationships with global airlines and OEM partners.

Lufthansa Technik stays on growth path despite earnings dip


LEAP engine © Lufthansa Technik

Lufthansa Technik has reported lower earnings for the third quarter of 2025, despite higher revenue. The company remains focused on long-term growth but continues to face pressure from tariffs and exchange rates. Revenue rose by around €600 million to €5.9 billion in the first nine months, an 11.9% increase compared with the previous year. However, adjusted EBIT dropped to €440 million, down by €26 million or 5.6%. The profit margin fell to 7.4%, from 8.8% last year. Chief Financial Officer Dr Christian Leifeld said the environment had become much tougher after a series of record results. "We have had to make painful cuts in earnings and margins," he admitted. Yet he confirmed that the company would maintain its investment plans, stressing the need for strict cost control in every area. Lufthansa Technik plans to invest billions in the coming years to secure future growth. In Portugal, it is spending 300 million euros on a new plant to repair aircraft components and engines. A second training centre near Porto has already opened. In Canada, the company is building a maintenance site in Calgary for CFM LEAP-1B engines. Training for new staff has already started. In the United States, expansion continues at the Tulsa, Oklahoma, site, while the Hamburg headquarters is undergoing major modernisation with a three-digit-million-euro investment. To offset tariff effects, Lufthansa Technik has redirected material flows and shifted repair work to other locations. Dr Leifeld said he was relieved that trade tensions between the EU and the US had not worsened. However, he warned that the current tariff regime "makes everything more expensive". He remains confident about revenue growth but admitted that matching last year's EBIT will be a major challenge. (€1.00 = US$1.16 at time of publication).

Airbus delivers strong results as profits soar and deliveries climb

Airbus has reported a robust financial performance for the first nine months of the year. The European planemaker's sales rose 7% to €47.4 billion, driven by solid demand and improved output. Operating profit grew 25% to €3.36 billion, while net profit jumped 46% to €2.64 billion by the end of September. The figures reflect continued recovery in the aviation sector and stronger production efficiency across Airbus's main programmes. The European manufacturer has already factored tariffs into its year-end outlook. It plans to deliver 820 aircraft in 2025, aiming for an adjusted operating profit of €7 billion and free cash flow before customer financing of €4.5 billion. However, aircraft orders have slowed — 514 net orders after cancellations, compared with 648 a year earlier. Airbus Helicopters logged 306 units, nearly matching last year's total. Defence and Space orders reached €6.8 billion, well below the €11 billion recorded in the same period of 2024. Deliveries, however, show progress. Airbus handed over 507 commercial aircraft, up from 497 in 2024. The mix included 62 A220s, 392 A320-family jets, 20 A330s, and 33 A350s. The commercial aviation arm saw a 3% revenue rise to €33.9 billion. Helicopter sales jumped 16% to €5.7 billion, with 218 units delivered. Defence and Space revenue increased 17% to €8.88 billion. All divisions reported positive adjusted EBIT — €3.27 billion for commercial aviation, €495 million for helicopters, and €420 million for Defence and Space. Airbus continues its production push. The A320 programme targets a rate of 75 aircraft per month by 2027. The A220 will rise to 12 per month in 2026. The A330 remains steady at four per month, moving to five by 2029, while the A350 should reach 12 monthly units in 2028. Finally, Airbus holds €21.3 billion in gross cash, down from €27 billion last December. Net cash has fallen to €7 billion, weighed down by dividends and a weaker dollar. (€1.00 = US$1.16 at time of publication).

FINANCIAL NEWS

Acron Aviation expands reach with Trakka Systems acquisition

© Trakka Systems

Acron Aviation has bought Trakka Systems, a frontrunner in mission-critical video and imaging technologies. Trakka's systems support military, law enforcement, public safety, and commercial missions across air, sea, and land. Trakka will keep its brand name and continue operating independently. Yet it will now use Acron's global network to grow faster. The deal opens new access to OEM platforms and end-user markets. This marks Acron's second acquisition since becoming a private company under TJC LP in March 2025. The move widens its aviation portfolio and strengthens its line-fit capabilities. Alan Crawford, Chief Executive of Acron Aviation, said both firms share the same focus on innovation and technical excellence. He added that Trakka's mission equipment complements Acron's own portfolio and supports its ambition to become a top-tier partner in the aviation industry. Founded in 2009, Trakka operates in Australia, Sweden, and the United States. It designs and builds electro-optical and infrared systems, including airborne cameras, searchlights, and mapping tools. These are fitted to helicopters, aircraft, drones, vehicles, and maritime platforms. The acquisition brings Acron advanced technology and engineering expertise. It also boosts opportunities in defence and public-safety contracts. In short, the purchase strengthens Acron's global footprint and innovation pipeline. It confirms the company's strategy to grow through smart acquisitions and deliver next-generation mission solutions worldwide.

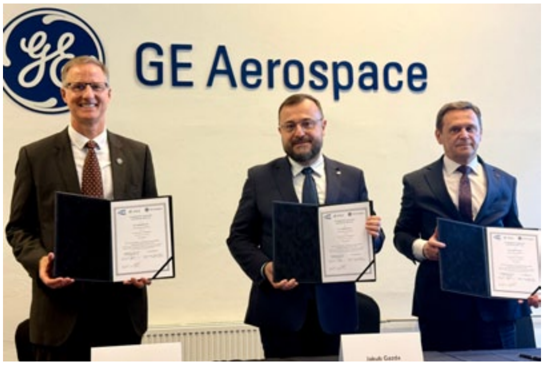
MILITARY AND DEFENCE

UK and Türkiye seal £5.4 billion Typhoon fighter deal


Türkiye has signed an order for 20 Typhoon fighter jets © BAE Systems

The UK Government has confirmed a £5.4 billion (US$6.3 billion) agreement with Türkiye for 20 Typhoon fighter jets. The deal includes a full weapons and integration package and will sustain over 20,000 skilled jobs across Britain. Under the contract, BAE Systems will build major airframe components and complete final assembly in Lancashire. The company will also lead weapons integration, working closely with MBDA, which will supply most of the weapons package. As a result, hundreds of British firms in the supply chain will benefit from new orders and long-term work. Moreover, BAE Systems Chief Executive Charles Woodburn said the deal strengthens ties with a key NATO ally. Türkiye will become the tenth nation to operate the Typhoon, joining a global community that relies on the aircraft for air defence. He added that the agreement marks the start of a new phase in the UK–Türkiye partnership. It also highlights the Typhoon's proven role in safeguarding airspace across Europe and the Middle East. Furthermore, Woodburn described Typhoon as a "UK export success story" that delivers both defence strength and economic value. He emphasised that continued production supports vital skills and preserves Britain's sovereign capability in military aviation. The Typhoon fleet remains one of Europe's most advanced air combat platforms. Its ongoing success demonstrates the strength of the UK's aerospace industry and its ability to deliver complex, high-performance systems for global defence partners. Ultimately, the deal underlines the UK's commitment to supporting NATO allies while driving domestic growth through innovation, engineering, and advanced manufacturing.

GE Aerospace deepens defence ties with Poland through F110 engine MRO

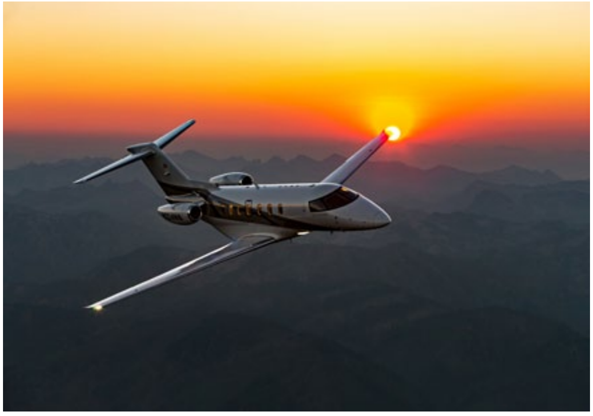


The MOU between GE Aerospace and WZL-2 was signed in Warsaw, Poland
© GE Aerospace

GE Aerospace has signed an MOU with Military Aviation Works No. 2 (WZL-2) in Warsaw, Poland, to explore opportunities for developing MRO services for the F110-GE-129 engine that powers Boeing's F-15EX fighter jet. The MOU was signed in Warsaw by Jakub Gazda, CEO of WZL-2, Zbigniew Matuszczak, Technical Director and Management Board Member at WZL-2, and Sean Keith, F110 Product Director at GE Aerospace. Keith described the F110 as a proven engine with more than 40 years of innovation. He said the engine's design allows up to 90% of maintenance to be carried out domestically through shop replacement units (SRUs). This approach cuts aircraft downtime and lowers lifecycle costs. He added that the partnership would help build Poland's local maintenance capability and meet future support needs. Under the MOU, both organisations will study what is required to support depot-level and intermediate maintenance. This will include assessing tooling, machining, training, and test cell upgrades needed for the F110-GE-129 engine. The agreement follows another MOU signed last month between GE Aerospace and Poland's Military University of Technology (WAT). That collaboration focuses on expanding F110 engine training and education. It also explores the creation of an aircraft engine additive manufacturing laboratory at WAT. If the project proceeds, GE Aerospace will supply course materials and help design training programmes for the F110 engine. The F110-GE-129 delivers 29,500 pounds of thrust and remains the only fully integrated engine for the F-15EX Eagle II. It is currently in production and powering aircraft in service with the United States Air Force. The new partnership marks another step in strengthening Poland's aerospace maintenance and technical training ecosystem.

MILITARY AND DEFENCE

Jet Aviation to supply PC-24 jets for the French Navy


Jet Aviation will lease three Pilatus PC-24 jets to the French Navy © Jet Aviation

Jet Aviation has purchased three Pilatus PC-24 aircraft to lease to the French Navy. The deal also includes full maintenance and sustainment support for the length of the contract. The agreement, signed with the French Defence Ministry's aviation maintenance branch (DMAé), covers both delivery and ongoing service. Jet Aviation will provide on-site line and base maintenance. It will also manage airworthiness (CAMO) to keep the aircraft ready for missions at all times. The PC-24s will serve several roles. They will train pilots, support instrument and visual flight checks, and transport urgent cargo. Deliveries are due in 2026. Ioannis Papachristofilou, Vice President of Government Aviation at Pilatus, said the PC-24 suits the Navy's needs well. He described it as flexible, reliable, and proven in government operations. He added that cooperation with Jet Aviation was key to securing the project. Fabien Fuster, Vice President of Government Services EMEA at Jet Aviation, said the company has long experience supporting European government fleets. After delivery, Jet Aviation teams will handle sustainment at the aircraft's home base to ensure constant readiness. He noted that Jet Aviation runs 16 maintenance sites worldwide and has more than 50 years of experience. This global network enables seamless support for complex maintenance and CAMO activities. Jet Aviation is part of General Dynamics and employs over 4,500 people in 50 locations. Its services include aircraft management, charter, completions, government programmes, maintenance, and staffing. In summary, the deal deepens Jet Aviation's partnership with the French Navy. It also highlights the PC-24's value as a versatile and dependable platform for training and transport missions.

INFORMATION TECHNOLOGY


The ePlane e200X © ePlane

Global aviation software provider **Ramco Systems** has signed a memorandum of understanding (MoU) with **The ePlane Company** (ePlane), also known as Ubifly Technologies Private Limited. The Chennai-based start-up is developing the ePlane e200X, India's first flying electric taxi, aimed at transforming urban mobility. Under the MoU, ePlane will use Ramco Aviation Software to manage the complete lifecycle of its e200X fleet, including air taxis, air ambulances, and cargo aircraft. As the e200X moves through certification and regulatory approvals, Ramco and ePlane will roll out the software in stages. Each phase will align with ePlane's transition from design to production and commercial service. As a result, the partnership will create a solid digital foundation that supports scalable, sustainable growth. In addition, ePlane will gain access to Ramco's full suite of aviation software modules. These include engineering and CAMO, maintenance, supply chain, MRO and part sales, flight operations, safety, quality and compliance, manufacturing, employee management, and finance. Together, these tools will help ePlane streamline operations, meet compliance standards, and enhance efficiency. Professor Satya Chakravarthy, founder of The ePlane Company, said developing India's first electric air taxi requires both technical excellence and a trusted technology partner. He added that Ramco's platform helps manage complexity across engineering, operations, and regulation while keeping the company agile and future ready. Furthermore, Chakravarthy said the MoU marks the start of a strategic collaboration that will help ePlane stay ahead as it prepares for manufacturing and commercial rollout. Ultimately, this partnership blends Ramco's proven aviation expertise with ePlane's innovative vision, paving the way for India's next chapter in urban air mobility.

Trax, a global pioneer in paperless aviation maintenance software, has signed a new agreement with **Aeroxchange**, a top provider of secure aviation supply chain networks. The deal will expand their system integrations and strengthen connectivity between the two platforms. The partnership builds on a long history of cooperation between the companies. It aims to deliver a seamless digital link across aircraft maintenance and supply chain operations. By embedding Aeroxchange's services directly into Trax applications, users will gain easier access to parts, repair, pool, and consignment services from trusted suppliers. These new integrations will speed up system deployment and reduce troubleshooting times. As a result, airlines and maintenance, repair, and overhaul (MRO) operators will experience less downtime. In addition, both firms will align their technology plans to deliver new features faster, keeping pace with industry demands. Miguel Sosa, Vice President of Innovation at Trax, said the expansion strengthens an already solid relationship. "We are excited to build on our decades-long partnership with Aeroxchange. This agreement supports our goal of creating a fully integrated digital platform. It allows customers to gain maximum value from our solutions and from other distinguished industry partners. We look forward to providing more automation opportunities through this expanded network." Al Koszarek, President and CEO of Aeroxchange, added that the agreement will bring clear benefits to mutual clients. "By working together, we will help our customers unlock the full potential of both platforms in support of their airline and MRO operations." Through this extended collaboration, Trax and Aeroxchange aim to deliver faster, smarter, and more connected workflows, reinforcing their shared commitment to innovation in global aviation technology.

OTHER NEWS

CAE has signed an agreement to deliver a Boeing 737MAX full-flight simulator to **MAB Academy**, the training division of **Malaysia Airlines Group**. The move builds on nearly two decades of collaboration between the two companies. It reflects their shared goal of improving pilot training and operational safety. The simulator will be installed at MAB Academy's new training facility in Sepang. It is expected to begin operations by July 2026. When in service, it will expand training capacity and strengthen Malaysia Airlines' position as a leading aviation training provider. The announcement coincided with the visit of Canada's Prime Minister, Mark Carney, to Malaysia for the ASEAN Summit. His presence highlights Canada's continued support for international partnerships and its promotion of aerospace technology abroad. MAB Academy already operates ATR 72-500 and A330 NEO simulators, certified in 2025. Together, these systems position Malaysia Airlines as a trusted regional hub for advanced pilot training.

© easyJet

SITA has partnered with **easyJet** to launch the SITA Agent App, a new mobile solution that allows ground staff to assist passengers anywhere in the terminal. This innovation removes the need for fixed desks, creating a faster, more flexible airport experience. The collaboration began with a shared goal: to cut infrastructure costs while improving customer service. Over twelve months, both teams tested the app at Gatwick and four other UK airports. The results were impressive, showing how mobile operations could transform passenger handling. During the trial, more than 1,000 ground crew members used the app. They printed over 40,000 boarding passes, checked in 30,000 passengers, and helped board over 5 million travellers. At Gatwick alone, crews assisted 1.4 million passengers and issued 17,000 boarding passes in eight months. By freeing staff from fixed desks, the app made airport operations more agile. It also reduced training time and strengthened resilience during busy or disrupted periods. Simon Cox, Director of Ground Operations at easyJet, said the tool gives staff the freedom to help passengers on the spot. This reduces queues, speeds up check-in, and offers a more personal service. He added that the app supports easyJet's vision of a modern, customer-focused airport that makes smarter use of space and resources. The SITA Agent App connects mobile devices directly to check-in, boarding, and bag-tagging systems. This shift away from static counters not only lowers infrastructure costs but also increases efficiency. Ultimately, the project marks a major step toward more connected, responsive, and human-centred airport operations across easyJet's 150-plus European network.


Geneva-based BlueLight Humanitarian Airlines has officially been launched © BlueLight

BlueLight Humanitarian Airlines (BlueLight) has officially taken off as the world's first non-profit airline devoted to humanitarian missions. Based in Geneva, the hub of global aid diplomacy, the airline aims to fill a long-standing gap in crisis response — rapid, neutral, and affordable air transport for relief operations. Its fleet will unite cargo, passenger, and air ambulance functions under one system. Each aircraft can carry more than 50 tonnes of aid, transport 200 responders, and operate as a flying trauma unit. Co-founder Pierre Bernheim says the airline was built to end dangerous delays in crisis relief, stressing that speed and neutrality are vital when lives hang in the balance. BlueLight's initial fleet will include Airbus A340-300 and A321P2F aircraft. It also plans an uncrewed aerial system capable of flying 800 kilometres with 500 kg of supplies, designed for regions where runways are inaccessible. Co-founder Waleed Rawat describes BlueLight as "a humanitarian infrastructure for the 21st century," combining the efficiency of commercial aviation with the compassion of aid work. The founders bring deep aviation and leadership expertise. Bernheim previously led Geneva Airport and advised at Vontobel Bank, while Rawat, head of WAIR Global and part of the HM Rawat Group, has wide experience in aviation and sustainable ventures. Together, they have assembled an international team of aviation, medical, and humanitarian professionals. BlueLight plans full-scale operations by 2026, after raising US$55 million to acquire and convert three wide-body aircraft. Backed by the Swiss Federal Government and the Canton of Geneva, the project has also drawn partners such as Airbus, Geneva Airport, and JORAMCO. Operating on a fixed-rate, transparent model, BlueLight promises fair access for all relief partners. The airline also integrates sustainable aviation fuel and carbon offsets from the start, aligning with UN and Swiss sustainability goals.

INDUSTRY PEOPLE


Marcus Wandt

• Saab has appointed **Marcus Wandt** as Senior Vice President and head of its new Group Strategy and Technology function. The division will strengthen Saab's strategic position and focus on group-level strategy, technology, mergers and acquisitions, partnerships and new ventures. Wandt, currently Chief Innovation Officer, brings a unique mix of experience to the role. A former Swedish Air Force fighter pilot, he also served as Saab's Chief Test Pilot. In 2024, he joined the European Space Agency's mission to the International Space Station, further showcasing his technical expertise and leadership skills. Saab President and CEO **Micael Johansson** said the appointment reflects the company's commitment to staying ahead in a rapidly evolving technological landscape. "Technology research and partnerships are strategic priorities for Saab to ensure we remain at the forefront of innovation," he noted, adding that: "Marcus has an exceptional record in technology and innovation and is a strong, visionary leader." The new function aims to integrate strategic foresight with advanced technology development, positioning Saab for long-term growth. It will also enhance collaboration across business areas and accelerate innovation initiatives through external partnerships and targeted investments. Wandt's experience across aviation, space, and innovation management is expected to play a vital role in guiding Saab's future direction. His appointment underscores Saab's ambition to align its strategic planning closely with emerging technologies and global defence trends. The organisational change will take effect on November 1, 2025, marking a new phase in Saab's drive to combine strategic agility with technological excellence.


Paul Scurrah

• Fiji Airways has confirmed the appointment of **Paul Scurrah** as the airline's new Managing Director and Chief Executive Officer, effective November 1, 2025. Scurrah brings to the role more than two decades of executive experience across aviation, transport, logistics and tourism. His proven record in leading complex organisations, driving cultural transformation, delivering strong results and creating value for stakeholders makes him an ideal leader for the next chapter of the carrier's growth. Most recently, Scurrah served as Chief Executive Officer of Pacific National, Australia's largest private rail freight company, where he led a comprehensive transformation programme focused on operational excellence, safety innovation and commercial sustainability. Under his leadership, the business invested in new technologies and rolling stock, strengthened customer partnerships and reinforced its critical role within the national supply chain. Scurrah previously served as Chief Executive Officer of Virgin Australia, the country's second-largest airline, where he built strong momentum across operations, employee engagement and customer satisfaction. He was widely recognised for his strategic leadership during the COVID-19 pandemic, one of the most challenging periods in modern aviation. With international travel brought to a standstill, Scurrah led a rapid and complex restructure that protected core routes, safeguarded jobs and positioned the airline for recovery. Earlier in his career, Scurrah held senior roles at Queensland Rail and DP World Australia, where he led large-scale infrastructure upgrades, improved operations and strengthened stakeholder confidence. He also held executive positions in customer service, sales and distribution within the airline industry, including as a founding executive and investor in Rex Airlines.


Dr Stuart Hatcher

• IBA, the aviation intelligence and advisory company, has appointed **Dr Stuart Hatcher** as its new Chief Data Officer. He will hold this position alongside his current role as Chief Economist. The move underscores IBA's focus on delivering sharper data-driven insights and maintaining its reputation for aviation intelligence excellence. In his expanded role, Dr Hatcher will unite his vast industry experience with his analytical approach to data. His task is clear — to elevate IBA's intelligence capabilities and ensure clients receive precise, actionable insight. This step strengthens IBA's commitment to combining expertise and technology for its global partners. As Chief Data Officer, he will harness IBA's extensive data assets to provide intelligence-led insights for the aviation community. Working closely with the Sales, Data, and Advisory teams, he will focus on improving data coverage, quality, and analytical depth. His goal is to ensure IBA continues to meet the highest standards of precision and relevance for its global client base. Dr Hatcher's priorities include refining data processes, enhancing product innovation, and ensuring intelligence-led insights reach the wider market. He will also continue to nurture IBA's strong industry relationships through active engagement at major aviation events. A Senior ISTAT Certified Appraiser, he remains a respected voice in aviation economics and data strategy. Through this appointment, IBA reinforces its commitment to combining economic insight and advanced data intelligence to serve the evolving needs of the global aviation sector.

AviTrader
AVIATION NEWS PUBLICATIONS

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THE AIRCRAFT AND ENGINE MARKETPLACE

Commercial Jet Aircraft

Aircraft Type	Company	Engine	MSN	Year	Available	Sale / Lease	Contact	Email	Phone
B737-800 SF	GA Telesis		27988	2000	Now	Sale / Lease		aircraft@gatelesis.com	
B737-800 SF	GA Telesis		33814	2004	Now	Sale / Lease		aircraft@gatelesis.com	

Regional Jet / Turboprop Aircraft

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

Commercial Engines

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

Commercial Engines

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

Commercial Engines

PW Small Engines	Sale / Lease	Company	Contact	Email	Phone
(1) PW150A	Oct 2024 - Lease	Lufthansa Technik AERO Alzey	Johannes Otto	johannes.otto@lhaero.com	+49-151-589-39560
(2) PW150A	Now - Sale/Lease/Exch.	Willis Lease	David Desaulniers	leasing@willislease.com	+1 (561) 349-8950
(1) PW127M	Now - Sale/Lease/Exch.				
PW1000 Engines	**Sale / Lease**	**Company**	**Contact**	**Email**	**Phone**
(2) PW1127G	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
Trent Engines	**Sale / Lease**	**Company**	**Contact**	**Email**	**Phone**
(2) Trent 772B-60	Now - Sale/Lease/Exch.	Rolls-Royce & Partners Finance	RRPF Marketing	RRPFMarketing@rolls-royce.com	+44 7528975877
(1) Trent XWB-84	Now - Sale/Lease/Exch.				
(1) Trent 556-61	Now - Sale/Lease/Exch.				
V2500 Engines	**Sale / Lease**	**Company**	**Contact**	**Email**	**Phone**
(1) V2530-A5	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950

Aircraft and Engine Parts, Components and Misc. Equipment

Description		Company	Contact	Email	Phone
(2) GTCP331-200ER, (2) GTCP131-9A,	Now - Sale	Setna IO	David Chaimovitz	david@setnaio.com	+1-312-549-4459
(1) GTCP131-9B					
(1) A321 Enhanced Landing Gear 2020 OH					
(4) APU EMB145LR, Model: 4504113A	Now - Sale	Newcastle Aviation	Steve Hendrickson	steveh@newcastleaviation.com	952-223-0317
(3) CFM56-7B Engine Stands	Now - Sale	KMS Aero Investments	Sharon Brady	enginestands@kmsaeroinvest.com	+353 0868161287
(4) EMB145 LG Shipsets	Now - Sale	Newcastle Aviation	Steve Hendrickson	steveh@newcastleaviation.com	952-223-0317
(1) GTCP36-150	Now - Sale	GNS	Shlomi Levi	shlomi@g-n-solutions.com	+972-52 850 8511
(3) A340 LG Shipset, (1) B777 LG Shipset (4) B737 LG Shipset,		GA Telesis		landinggearsales@gatelesis.com	
(10) A320 LG Shipset, (2) B757 LG Shipset					
GTCP131-9A (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
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