

Weekly Aviation Headline News

“ This decision follows information issued by the United States aviation authorities, which indicates that safety conditions in Venezuelan airspace are not guaranteed. ”
TAP Air Portugal spokesperson



Venezuela has banned six airlines from operating in Venezuela by revoking their operational permits, including: TAP, Iberia, Avianca, Chile and Brazil's Latam, Gol and Turkish Airlines © TAP

More international carriers to stop flying to Venezuela

FAA issues safety notice regarding Venezuelan airspace

Subsequent to the US Federal Aviation Administration (FAA) issuing a safety notice warning airlines of a “potentially hazardous” and “worsening security situation” in Venezuela, a number of major carriers chose to cease flights to the South American country. These included Avianca, the flag carrier of Colombia, which cancelled all flights between Bogotá and Caracas, the Venezuelan capital, beginning Nov. 21. In addition, TAP Air Portugal, Spain’s Iberia, and Brazil’s GOL Linhas Aereas have all temporarily suspended their services to Simón Bolívar International Airport in Caracas. Colombia’s Avianca, Chile and Brazil’s Latam, Brazil’s Gol and Turkish Airlines have also followed suit. A TAP Portugal spokesperson advised Reuters news agency at the time: “This decision follows information issued by the United States aviation authorities, which indicates that safety conditions in Venezuelan airspace are not guaranteed.” A spokesman for Iberia commented that the carrier would: “...assess the situation to decide when to resume flights to that country.” While American carriers ceased flying to Venezuela as far back

as 2019, more recently two major carriers, American Airlines and Delta Air Lines, ceased all flights through Venezuelan airspace. As diplomatic relations between the US and Venezuela are virtually non-existent, the US State Department has classed Venezuela with a level-four “do not travel” advisory and has in place a particularly blunt travel warning advising all US citizens in the country to “prepare a will” and “consider hiring a professional security organisation.” In a ‘retaliatory’ measure, Venezuela has now banned six airlines from operating in Venezuela including: Iberia, Tap, Avianca, Chile and Brazil’s Latam, Gol and Turkish Airlines, revoking their operational permits for “joining the actions of state terrorism promoted by the United States government and unilaterally suspending air commercial operations”. According to The Guardian, the Portuguese foreign affairs minister, Paulo Rangel, on Thursday last week called Venezuela’s decision to revoke the airlines’ operating rights “totally disproportionate”. He said Portugal, where the airline Tap has its headquarters, had tried through its

embassy in Caracas to persuade Venezuelan authorities to reinstate operating rights, adding Portugal had “no intention of cancelling our routes to Venezuela, and that, obviously, we only did so for security reasons”. In a statement on Monday, the International Air Transport Association (IATA) said Venezuelan authorities had given international airlines a 48-hour deadline to resume flights or risk losing their rights to fly to the country. Iberia has confirmed it hoped to restart flights to Venezuela as soon as full safety conditions were met. Avianca has announced its intention to reschedule cancelled flights to Caracas for December 5 in a statement on Wednesday, declining to comment on the restrictions imposed by Venezuela. Air Europa and Plus Ultra have both suspended flights but have not, as yet, had their permits revoked, while Copa and its low-cost Wingo unit continue to operate in Venezuela, and domestic airlines flying to Colombia, Panama and Curaçao also remain operational.

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AIRCRAFT & ENGINE NEWS

Horizon advances Cavorite X7 towards IFR-capable flight



Cavorite X7 aircraft

© Horizon Aircraft

New Horizon Aircraft, operating as Horizon Aircraft, is accelerating development of the Cavorite X7, one of the world's first hybrid-electric VTOL aircraft designed to fly under Instrument Flight Rules (IFR). This marks a significant competitive advantage, as no existing eVTOL has yet achieved IFR capability, which allows safe flight through cloud, low-visibility conditions and adverse weather. Horizon is also preparing the aircraft for certification to fly in Flight Into Known Icing (FIKI) conditions — a demanding standard currently met only by a limited number of heavy, high-cost helicopters. The Cavorite X7 is being engineered to carry out essential missions such as medical evacuation, search and rescue, and urgent goods delivery with year-round reliability. Its hybrid-electric architecture aims to offer safer operations, improved speed, reduced downtime, and notably lower operating costs. VTOL

aircraft already excel in accessing confined or remote locations, but traditional helicopters remain highly vulnerable to icing. Exposed rotor blades accumulate ice rapidly, creating instability, drag, and loss of lift. These hazards often lead to cancelled flights, grounded emergency responses, and in the case of the Canadian Coast Guard, serious interruptions to marine navigation services. "As a seasoned commercial helicopter pilot, I have experienced firsthand how known icing conditions can force delays, cancellations, and operational setbacks," said Vincent Hoog, Senior Technical Project Manager at Horizon Aircraft. "I joined Horizon Aircraft because the technology on the Cavorite X7 provides a real solution to these problems, and its enhanced performance will be able to serve more people and communities worldwide when they need it most." This month, Horizon launched its collaborative all-weather vertical propulsion project, supported by a non-dilutive grant from Canada's INSAT (Initiative for Sustainable Aviation Technology) programme. The effort will test advanced ice-detection systems alongside protective technologies such as ice-phobic coatings and electrothermal de-icing solutions. These innovations are intended to prepare the Cavorite X7 for full IFR and FIKI certification — a breakthrough combination for any modern VTOL aircraft. Horizon Aircraft co-founder and CEO Brandon Robinson added, "The Cavorite X7 is one of the only modern VTOL aircraft designed to fly in clouds. This significant differentiator will provide all-weather operations with improved performance for all real-world missions. Horizon is currently building our full-scale aircraft and has secured sufficient capital and scaled our engineering team by 50% this year to be ready for testing." With its expanding engineering capability, robust funding, and a clear path to certification, Horizon is positioning the Cavorite X7 as a next-generation aircraft capable of transforming year-round emergency response and critical transport operations.

Bell 505 achieves SAF milestone with 700 flight hours

Bell Textron announced at European Rotors 2025 that a single, dedicated Bell 505 has now exceeded 700 flight hours using blended sustainable aviation fuel (SAF). This achievement marks a significant step forward in Bell's wider sustainability drive and underscores the company's commitment to accelerating SAF adoption across its flight operations. Robin Wendling, Managing Director for Europe at Bell, said the milestone reinforces the industry's broader carbon reduction goals. He noted that Bell's collaboration with Safran Helicopter Engines has provided a vital advantage in testing and advancing greener aviation technologies. The partnership began in March 2022, when Bell and Safran Helicopter Engines launched a joint initiative to study the technical performance and economic impact of SAF in the Bell 505, powered by the Arrius 2R engine. Less than a year later, the Bell 505 became the first single-engine helicopter to complete a demonstration flight operating on 100% SAF. Since July 2022, Bell has logged more than 700 flight hours using blended SAF on a single Bell 505 at the Bell Training Academy. Evaluations covering engine operability, aircraft performance, and detailed engine inspections have all delivered strong, positive results. Jean-François Sauer, Executive Vice-President of Programmes at Safran Helicopter Engines, welcomed the progress. He emphasised that SAF is central to building a more sustainable future for helicopter operations. Sauer added that the Arrius 2R engine, like all engines in Safran's portfolio, is already cleared to run on up to 50% drop-in SAF. The company expects full compatibility with 100% drop-in SAF in the near future, opening the door to broader adoption and significantly greener flight operations. The Bell 505 remains one of the most advanced platforms in its category, combining the Safran Arrius 2R engine with dual-channel FADEC and the Garmin G1000H NXi all-glass avionics suite, complete with moving map display. Its panoramic windows, open cabin design, and Synthetic Vision technology make it a versatile five-seat aircraft suited to public safety, utility work, and military training.



Bell 505 helicopter

© Textron Aviation

ACG delivers first Airbus A220-300 to ITA Airways



ITA Airbus A220-300

© ACG

Aviation Capital Group (ACG), the global aircraft asset manager, has delivered its first new Airbus A220-300 to ITA Airways, marking the start of a new partnership between the lessor and Italy's national carrier. The aircraft is the first of five A220-300s scheduled for delivery to ITA Airways over the coming months, and the first A220 that ACG has handed over from its Mirabel, Quebec production line under its Airbus orderbook. ACG Chief Executive Officer and President, Tom Baker, said the company is pleased to welcome ITA Airways as a new customer and to support the carrier's ongoing shift towards more sustainable technology for its short and medium-haul network. He added that the handover represents a significant milestone for ACG, being the first delivery from its 2022 order for 20 A220 aircraft. ITA Airways, meanwhile, is Italy's flagship airline. It is owned 59% by the Italian Ministry of Economy and

Finance and 41% by Deutsche Lufthansa AG. The carrier provides passenger and cargo services that underpin Italy's international connectivity, tourism strength and foreign trade links, while also serving domestic demand through integrated mobility across the country. The airline currently operates a homogeneous fleet of 99 aircraft, comprising 22 wide-body and 77 narrow-body jets. More than 60% are new-generation types equipped with the latest technology and onboard Wi-Fi. Under its 2023–2027 Strategic Plan, ITA Airways aims for 90% of its fleet to be new-generation aircraft, targeting a 20–25% reduction in fuel burn and a corresponding reduction in CO₂ emissions, positioning itself to become Europe's youngest and most efficient airline.

AIRCRAFT & ENGINE NEWS

Bell secures six new helicopter orders

Bell Textron Inc., (Bell) a Textron Inc. company, announced during European Rotors 2025 that it has secured six new aircraft orders across its corporate helicopter range, covering the Bell 505, Bell 407GX, and Bell 429. These latest commitments lift Bell's year-to-date corporate sales in Europe to seventeen aircraft, reflecting a clear rise in demand for the manufacturer's vertical-lift solutions. The orders were placed by customers in Switzerland, the United Kingdom, and Poland, demonstrating the breadth of Bell's appeal across varied European markets and operational environments. Each of the aircraft types ordered brings its own strengths to the corporate market. The Bell 505 helicopter offers an accessible entry point with modern avionics and strong performance, making it well suited to short-range business travel and pilot-operated missions. The Bell 407GX provides a balance of speed, comfort, and payload, appealing to corporate users who require a high level of flexibility in daily operations. The Bell 429 remains a favourite in the premium segment, combining twin-engine safety with a spacious cabin and advanced systems, ideal for executive transport, inter-city travel, and VIP movements. Robin Wendling, managing director of Europe at Bell, welcomed the announcement and noted the continued growth of the corporate and VIP sector. He said the company was delighted to mark another success at European Rotors and observed that demand for the Bell 505, Bell 407, and Bell 429 helicopters has remained steady across Europe. He added that these vertical-lift models offer the mission versatility required to operate effectively across the region's varied landscapes.



During European Rotors 2025, Bell has secured six new aircraft orders across its corporate helicopter range © Textron Aviation

PNG Air advances fleet renewal with new ATR 72-600 deliveries



PNG Air has taken delivery of two ATR 72-600 aircraft © ACIA Aero Leasing

ACIA Aero Leasing (ACIA) has delivered two ATR 72-600 passenger aircraft, configured with seventy seats, on lease to PNG Air, the leading domestic carrier in Papua New Guinea. The addition of these aircraft marks a decisive step forward in the airline's long-term fleet renewal strategy. PNG Air described the investment as a vital element of its three-year strategic plan. The ATR 72-600 brings proven efficiency, dependable performance, and greater capacity, all of which support the airline's aim to streamline operations and move towards a modern, single-type fleet. By partnering with ACIA, PNG Air is accelerating this transition, improving the travel experience for passengers while creating lasting value for shareholders and stakeholders across the country. The aircraft type is also expected to bolster operational resilience as the airline works to enhance performance and prepare for sustainable future growth. For almost forty years, PNG Air has played a central role in connecting communities throughout Papua New Guinea, offering safe, reliable, and affordable services. The airline has been listed on the Port Moresby Stock Exchange since 2008 and remains majority-owned by key national institutions, including the MRDC Group and NasFund, alongside nearly three thousand local shareholders. Its network spans more than twenty-two destinations, providing both passenger and cargo services that are essential to the movement of people and goods across the nation. In 2024, PNG Air carried more than 150,000 passengers, reaffirming its importance as the country's primary regional connector. With the arrival of the new ATR 72-600 aircraft, the airline is nearing the completion of its transition to an all-ATR fleet. This development strengthens its ability to reach remote communities, support economic activity, and deliver a dependable service across Papua New Guinea's challenging and diverse terrain.

MRO & PRODUCTION NEWS

Super Star returns to full glory

A major milestone has been reached at Lufthansa Group Hangar One, the new conference and visitor centre rising at Frankfurt Airport. The distinctive tail unit has now been mounted on the Lockheed L-1649A Super Star, marking a key step in reassembling the historic aircraft. The three-part rudder, characteristic of this rare series, spans more than 15 metres and weighs roughly 1.4 tonnes. Its installation required two forklifts operating in tandem to manoeuvre the structure safely into place. With the tail now secured, all major components of the Super Star have been successfully assembled. Once a symbol of mid-century innovation and long-range elegance, the aircraft was repainted this summer at Münster/Osnabrück Airport in its classic 1950s livery. From there, the fuselage, wings, engines and tail travelled by heavy transport to Frankfurt, where teams have spent recent weeks integrating each element inside the new Hangar One building. Now measuring around 35 metres in length with a wingspan exceeding 45 metres, the Super Star once again reflects the grandeur of its original era. Alongside the legendary Junkers Ju 52, the Lockheed Super Star will form the centrepiece of "Lufthansa Group Hangar One." Thanks to the building's glass façade, visitors will be able to admire both aviation icons even from outside the structure. The opening of the conference and visitor centre will coincide with the 100th anniversary of the founding of the first Deutsche Luft Hansa, underscoring the Lufthansa Group's long commitment to preserving and celebrating aviation heritage.



The tail unit has now been mounted on the Lockheed L-1649A Super Star © Lufthansa

MRO & PRODUCTION NEWS

Air Cambodia becomes launch customer of ATR's 'X-Space Table'



X-Space Table

© ATR

Air Cambodia, the national flag carrier, is preparing to reshape regional travel as the launch customer for ATR's new premium seat concept featuring the innovative 'X-Space Table'. This smart, plug-and-play solution converts a standard dual economy seat into a single premium seat within minutes. Although still under development, the system is expected to achieve certification in the first quarter of 2027. After receiving its brand-new ATR 72-600 in May 2025, Air Cambodia intends to retrofit the 'X-Space Table' across its fleet of three ATR aircraft in 2027. The upgraded business cabin will feature four premium seats arranged in two rows in a one-by-one layout. Each passenger will enjoy direct window and aisle access, along with enhanced comfort, improved privacy and dedicated personal stowage. As a result, the new layout will elevate the on-board experience on regional routes, while preserving the operational agility essential to the airline's network. The 'X-Space Table' is part of ATR High-Line, a collection of high-end cabin interiors launched in

2023. The concept was created to support flexible fleet operations and allow quick installation or removal. Therefore, airlines can switch seamlessly between full-economy and dual-class cabin configurations. This adaptability enables operators to respond to shifting passenger demand, seasonal peaks or charter requirements without lengthy downtime. Consequently, the aircraft can remain in service longer, improving scheduling efficiency and operational resilience. David Zhan, Vice Chairman and Chief Executive Officer of Air Cambodia, said the new product will help deliver a smoother and more refined journey across the network. "We are eager to introduce a new business class offering across our ATR fleet, as it will allow Air Cambodia to provide a more elevated travel experience while keeping the flexibility needed in our operations," he said. He added that the solution supports the airline's commitment to offering greater comfort and choice across Cambodia. Furthermore, it strengthens the carrier's ability to adapt as travel patterns evolve. By embracing ATR's latest cabin innovation, Air Cambodia aims to set a new benchmark for premium travel on regional turboprop routes—combining comfort, efficiency and operational agility in one forward-thinking upgrade.

The way ahead for engine MRO



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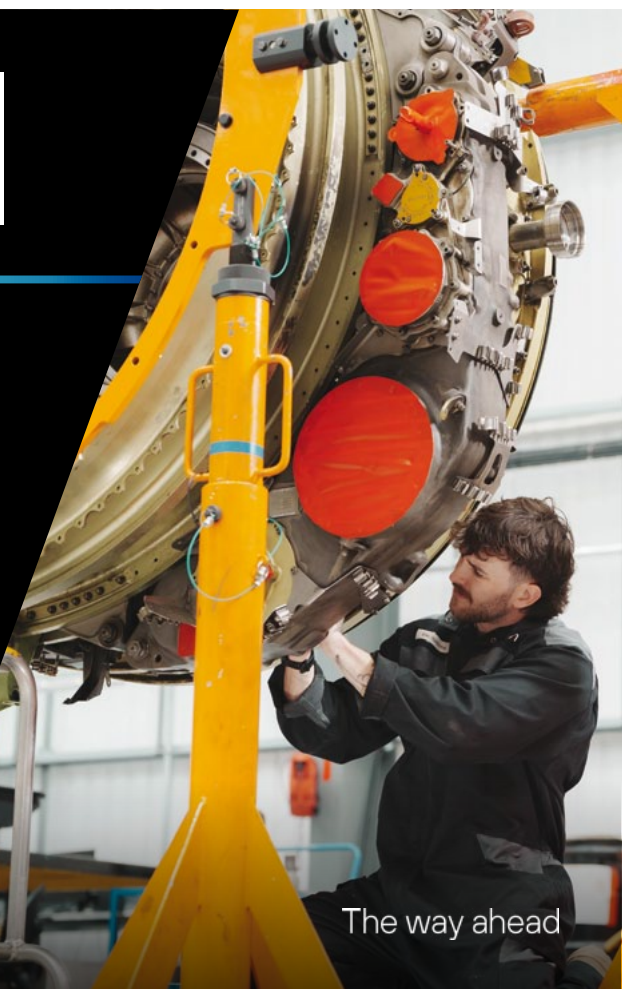
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The way ahead

MRO & PRODUCTION NEWS

GE Aerospace boosts Pune site with new US\$14 investment

GE Aerospace has announced a US\$14 million investment to expand capacity at its Pune, India, manufacturing facility as the site marks ten years of successful operations. This follows the US\$30 million committed last year and will further strengthen the site’s capabilities through upgraded manufacturing processes and increased automation, including enhancements designed to support the production of advanced engine components. “Our team in Pune has built strong capabilities, and with the support of a country-wide network of suppliers, has delivered components for some of our most advanced commercial jet engines, with safety and quality at the forefront,” said Vishwajit Singh, Managing Director of the Pune facility, GE Aerospace. “This investment reflects our commitment to the Make in India initiative and to advancing India’s role in global aerospace manufacturing.” Originally launched as a multi-business manufacturing operation, the Pune facility has since evolved into a high-tech aerospace parts supplier for GE Aerospace’s global commercial engine network. The site is supported by more than 300 local suppliers, contributing to the wider ecosystem of over 2,200 GE Aerospace partners across India. Over the past decade, the facility has trained more than 5,000 production associates in precision manufacturing, helping to develop skilled local talent. Its ISO 14001 and ISO 45001 certifications further reflect GE Aerospace’s commitment to sustainability and operational excellence. The facility’s continued progress is underpinned by FLIGHT DECK, GE Aerospace’s proprietary lean operating model, which emphasises safety, quality and efficiency. Through FLIGHT DECK, the Pune site has reduced waste, improved process flows and increased overall output while strengthening shop-floor safety. On a new line producing a critical component, the site has also achieved shorter lead times, higher productivity and reduced downtime — reinforcing its position as a key contributor to GE Aerospace’s global supply chain.

Emirates to join Rolls-Royce’s global MRO network from 2027

Emirates has signed a new MoU that grants the airline full rights to perform maintenance, repair and overhaul on its own Trent 900 engines, the powerplant behind the carrier’s iconic Airbus A380 fleet. Alongside the agreement, Emirates and Rolls-Royce have extended the existing TotalCare coverage for the Trent 900 fleet well into the 2040s, cementing a deeper, longer-term partnership. To support this shift towards in-house capability, Emirates will build a dedicated facility, with the first engine induction planned for 2027. The airline will handle fan case repairs within its own operation, while Rolls-Royce will continue to provide module repair through its

MBRAH opens TIM Aerospace’s new MRO hangar



Official inauguration of TIM Aerospace’s new state-of-the-art hangar

© Government of Dubai

The Mohammed bin Rashid Aerospace Hub (MBRAH) at Dubai South, the emirate’s dedicated aerospace district, has formally inaugurated TIM Aerospace’s new state-of-the-art maintenance hangar—now recognised as one of the largest independent MRO facilities in the Middle East. Constructed to the maximum permitted design dimensions, the hangar offers substantial capacity, accommodating up to 12 narrow-body aircraft or five wide-body aircraft of any type, with the exception of the A380. The opening ceremony was attended by HE Khalifa Al Zaffin, Executive Chairman of Dubai Aviation City Corporation and Dubai South; Tahnoon Saif, Chief Executive Officer of MBRAH; and Timor Shah Shahab, founder of TIM Aerospace. Senior executives from both organisations joined them, alongside representatives from several leading airlines, reflecting the sector’s broad support for this milestone development. TIM Aerospace’s new facility is designed to deliver high-quality, cost-efficient base maintenance services for a wide variety of commercial passenger and cargo aircraft. Its advanced infrastructure and significant capacity reinforce the company’s growing international footprint in the MRO sector, positioning it to serve global carriers seeking reliable, timely, and competitively priced maintenance solutions. Speaking at the ceremony, Tahnoon Saif, CEO of the Mohammed bin Rashid Aerospace Hub, said: “The inauguration of TIM Aerospace’s new facility further strengthens Dubai’s position as a global aviation hub and a preferred destination for leading aerospace companies. At MBRAH, our mission is to create an integrated ecosystem that supports innovation, operational excellence, and sustainable growth across the aviation value chain.”

global network. This division of labour ensures that Emirates gains greater autonomy over core maintenance tasks without losing access to advanced specialist support where it remains most effective. With the A380 set to remain central to Emirates’ long-haul network into the 2040s, securing its own engine maintenance pathway has become a strategic priority. The airline noted that this new agreement strengthens collaboration with Rolls-Royce and supports the ongoing expansion of the Emirates Engineering Maintenance Centre. It also adds further depth to Dubai’s fast-growing aerospace ecosystem, contributing new technical skills, infrastructure and long-term capability to the region. TotalCare remains a key pillar of the arrangement. Designed to give airlines

operational and financial assurance, it shifts the risk of time-on-wing and maintenance costs back to Rolls-Royce. The service is supported by advanced engine health monitoring systems that provide real-time data, helping operators maintain higher availability and efficiency across their fleets. For Emirates, continuing TotalCare while building new internal capabilities offers a blended model: the reassurance of Rolls-Royce expertise combined with the agility of in-house repair capacity. Together, these developments mark a decisive step in shaping the long-term sustainability of Emirates’ A380 fleet, ensuring the aircraft remains a reliable, high-performing flagship for decades to come.

MRO & PRODUCTION NEWS

SIAEC and Safran sign LoI to deepen LEAP engine partnership

SIA Engineering Company Limited (SIAEC) and Safran Aircraft Engines (SAE) have signed a letter of intent (LoI) designed to broaden their collaboration on CFM LEAP engine maintenance in Singapore. The agreement sets the stage for both companies to explore an expanded scope of services under their existing commercial arrangement, including the possible creation of a joint venture dedicated to LEAP engine Maintenance, Repair and Overhaul (MRO). SIAEC already undertakes LEAP quick-turn maintenance for SAE at its Aircraft Engine Services facility in Changi North. The new arrangement aims to reinforce that work by examining how both partners can increase capacity, strengthen technical capabilities and support the global surge in demand for LEAP engine servicing. Wong Yue Jeen, Chief Commercial Officer at SIAEC, said the company was pleased to be taking its partnership with SAE to a new level as the aviation sector continues to recover and expand. He noted that the collaboration builds on a deep and longstanding relationship with the wider Safran Group. According to Wong, the initiative could allow SIAEC to play a larger role in SAE's LEAP maintenance network by developing added technical depth and expanding available engine maintenance capacity. He said Singapore's strategic position and the company's proven engineering expertise place it in a strong position to enhance the network's resilience and value. Nicolas Potier, Executive Vice President Support & Services at SAE, said the LOI demonstrates SAE's commitment to enlarging its global MRO footprint while supporting the sharp rise in demand for LEAP engine maintenance. He stressed that combining SIAEC's recognised strengths in LEAP servicing with Safran's own capabilities would enable both companies to deliver innovation and operational excellence. Potier added that the strengthened partnership aims to provide airline customers with world-class maintenance standards and improved efficiency as fleets worldwide continue to modernise.

Air France-KLM to expand maintenance workforce by 1,000 people

Although the Air France-KLM Group is widely recognised for its passenger transport operations, it is also a heavyweight in both cargo services and aircraft maintenance. The Group's maintenance division employs 13,500 specialists, including 7,200 based in France, who care not only for the Air France and KLM fleets but also for more than 3,000 aircraft belonging to over 200 client airlines around the world. With 20 maintenance centres and eight logistics hubs spread across Europe, the Americas, Africa and Asia, Air France-KLM Engineering & Maintenance has established itself as one of the industry's leading global providers. Following the post-COVID rebound, aircraft maintenance activity

Korean Air unveils major plan for Incheon maintenance hub



Korean Air plans to build a new aircraft hangar inside Incheon International Airport's High Tech Aviation Complex © Korean Air

Korean Air has announced a significant expansion of its maintenance capabilities with plans to build a new aircraft hangar inside Incheon International Airport's High Tech Aviation Complex. Developed in partnership with the Incheon International Airport Corporation (IIAC), the project is backed by a KRW 176 billion (US\$99 million) investment from the airline as it prepares for the launch of the integrated carrier. Korean Air and IIAC signed an agreement for the H3 Maintenance Facility Development Project on November 24, at the Grand Hyatt Incheon. The new facility will be designed to handle a full spectrum of next-generation maintenance tasks, including airframe inspections, component checks and complex heavy maintenance and modification work. As Korean Air readies itself for integration, the hangar will serve as a strategic cornerstone in its push to expand MRO capabilities and establish a world-class maintenance hub within Incheon's High Tech Aviation Complex. Covering a 69,299 m² site, the hangar will accommodate two wide-body aircraft and one narrow-body aircraft simultaneously. Construction is set to begin in 2027, with operations planned to start in late 2029. Around 300 specialists, including Korean Air's experienced maintenance teams, will be based at the site. The facility will act as a central base for heavy maintenance and aircraft modification, supporting both current fleet demands and the increased requirements expected after the integration of carriers. Alongside the new hangar, Korean Air is progressing several major infrastructure initiatives to support the integrated carrier. These include a KRW 578 billion project to build Asia's largest engine maintenance facility on Yeongjong Island in Incheon, and a KRW 1.2 trillion Future Urban Air Mobility and Aviation Safety R&D Centre in Bucheon, Gyeonggi Province. Together, these developments mark an ambitious, forward-looking strategy to strengthen Korea's influence in global aviation engineering and MRO.

has intensified sharply, generating significant recruitment requirements. Since 2022, the division has hired nearly 500 new permanent employees per year in France alone. Looking ahead, the Group expects to recruit more than 1,000 additional staff by the end of 2027. Many of these roles will be based at Paris-Orly, the site of a state-of-the-art workshop inaugurated in 2023. This facility specialises in the latest generation of aircraft engines, which offer lower fuel consumption and cut noise levels by up to 50%. Representing an investment of nearly €30 million (US\$35 million) and supported by both the French State and the Île-de-France Region, the new workshop reflects the Group's

dual ambition: reducing its environmental impact while strengthening employment in the southern Paris region. Each year, Air France-KLM Engineering & Maintenance offers around 350 apprenticeship contracts and 300 internships. These programmes provide young people with access to high-value technical skills across key areas such as airframe maintenance, engine servicing, electronic and mechanical equipment support, hydraulic and pneumatic systems, aero structures and logistics. As global aviation recovers and fleets modernise, the Group's investment in talent aims to secure long-term expertise for one of the world's busiest maintenance networks.

FINANCIAL NEWS

SmartLynx Latvia shuts down after financial struggles

SmartLynx Latvia, once a central part of the Baltic ACMI and charter landscape, has officially ceased operations following a period of mounting financial pressure and significant corporate restructuring. Financial difficulties began to surface more clearly in recent months, coinciding with the decision by Avia Solutions Group to divest SmartLynx Airlines. The sale to a private consortium—intended to simplify Avia Solutions Group’s portfolio and allow SmartLynx to operate with greater independence—also triggered an internal review of the group’s structure. As part of the consolidation process, SmartLynx Latvia was identified as unsustainable in its current form, leading to the decision to discontinue operations. For years, SmartLynx Latvia operated under the umbrella of the broader SmartLynx group, known for its aircraft, crew, maintenance, and insurance (ACMI) services, as well as ad-hoc and seasonal charter flights. The Latvian operation helped build the group’s reputation for rapid-response capacity solutions for airlines experiencing fleet shortages, unexpected maintenance events, or surges in seasonal demand. Its aircraft regularly supported carriers across Europe, the Middle East, and Asia, contributing to the group’s international profile. The shutdown marks a notable loss for Latvia’s aviation sector. SmartLynx Latvia had long provided local employment, specialist aviation expertise, and a degree of national visibility within an increasingly globalised ACMI market. While the wider SmartLynx group continues to operate through its other air operator certificates, the closure of the Latvian unit underscores the difficulties faced by smaller AOCs amid tightening economic conditions and growing consolidation within the industry.

Warburg Pincus acquires Topcast

Warburg Pincus, a recognised pioneer in global growth investment, has confirmed its acquisition of Topcast Aviation Supplies Company (Topcast), the largest independent distributor of civil aviation parts and a major MRO provider in the Asia Pacific region. The deal strengthens the firm’s long-standing commitment to high-growth aviation sectors and deepens its footprint across one of the world’s most vibrant markets. Founded in 1991 and headquartered in Hong Kong, Topcast delivers integrated solutions for the civil aviation industry. Its portfolio spans aircraft parts and consumables, buyer-furnished equipment (BFE), Original Equipment Manufacturer (OEM) services, and comprehensive repair and maintenance support. With an exceptional local presence, Topcast has become a trusted partner for airlines, MROs, and OEMs worldwide. The company now operates across Asia Pacific, EMEA, and the Americas, linking global aviation

MRO & PRODUCTION NEWS

EPI and Etihad Engineering boost UAE’s aircraft component capabilities

EDGE Group company EPI, a key player in precision engineering across the UAE’s aerospace, defence and energy sectors, has announced a strategic collaboration with Etihad Engineering, one of the world’s foremost aircraft MRO providers. Revealed at the Dubai Airshow 2025, the partnership focuses on advancing machining capabilities for aircraft components, including maintenance, repair and overhaul services for aircraft wheel



The collaboration agreement between EPI and Etihad Engineering was reached during the Dubai Airshow 2025 © Etihad Engineering

hubs. This development marks a significant step in strengthening the UAE’s in-country MRO capacity and reducing reliance on overseas support. The initiative, which began in early 2025, has enabled EPI to elevate its technical expertise and manufacturing readiness while aligning with international aviation standards. This progress has been supported by close cooperation with Etihad Engineering’s specialist engineering and maintenance teams. Michael Deshaies, CEO of EPI, said: “This milestone underscores both EPI and Etihad Engineering’s shared commitment to supporting the UAE’s vision to build a sustainable, advanced manufacturing and MRO ecosystem, driving In-Country Value (ICV) and contributing to the nation’s industrial growth and aerospace self-sufficiency.” Etihad Engineering CEO Daniel Hoffmann emphasised the company’s commitment to the UAE’s aim of becoming a global aerospace hub. Based in Abu Dhabi, Etihad Engineering continues to deliver world-class MRO solutions and views partnerships with industry leaders such as EPI as essential to expanding national capability. Hoffmann added that the collaboration strengthens the country’s ability to support a diverse range of global customers with comprehensive MRO services.

MILITARY AND DEFENCE

Embraer strikes strategic deal with ILIAS to elevate military fleet management



KC-390 Millennium demonstrator

© Embraer

Embraer has entered a strategic partnership with ILIAS Solutions (ILIAS), a specialist in mission-driven defence software. The agreement aims to sharpen fleet management capabilities and strengthen operational efficiency for military operators worldwide. Under the partnership, Embraer will integrate ILIAS’s advanced software suite into its existing maintenance and logistics ecosystem for operators of the C-390 Millennium and A-29 Super Tucano. By connecting these systems, the collaboration will help armed forces streamline data flows across operations, maintenance, and supply chain management. The combined solution is designed to support smarter resource allocation, reduce administrative complexity, and ultimately enhance overall mission readiness. Douglas Lobo, Vice-President of Customer Support & Aftermarket Sales at Embraer Services & Support, said the agreement deepens Embraer’s collaboration with the Netherlands’ industrial base while delivering a next-generation fleet management system to customers operating its aircraft. He emphasised that the partnership reflects Embraer’s ongoing commitment to offering high-quality support solutions that meet the evolving needs of defence clients. Jean-Pierre Wildschut, Chief Executive of ILIAS Solutions, echoed this sentiment, stressing the value of the partnership in expanding the company’s proven fleet management offering. He noted that the integration will deliver clear added value to Embraer’s global customer base. The fleet management system provides immediate visibility of fleet status through a unified, reliable data environment. This single source of truth helps increase mission readiness across all platforms by reducing data fragmentation and improving coordination. For commanders, the system brings real-time analytics and clear operational insights, enabling faster, better-informed decisions at critical moments. The partnership signals a decisive step towards more connected, efficient, and resilient military air operations.

FINANCIAL NEWS

manufacturers with rapidly expanding regional demand. Warburg Pincus remains one of the most active private equity investors in the aviation space. Its current and past investments include Accelya, Aquila Air Capital, CAMP Systems, Consolidated Precision Products, Extant Aerospace, TransDigm, Triumph, and Wencor. The firm has built an especially influential presence in Asia Pacific over the past three decades. With around US\$34 billion invested in more than 270 companies across the region, it continues to follow a locally attuned, partnership-driven approach to sustained value creation. Commenting on the acquisition, Ben Zhou, Managing Director and Co-Head of China Private Equity at Warburg Pincus, noted that Asia Pacific remains one of the most dynamic civil aviation markets globally. He emphasised that Topcast has earned its reputation as a dependable and forward-thinking partner, supporting the efficiency, reliability, and safety of aviation supply chains. Zhou added that the business stands out due to its regional insight, technical capability, and customer-first mindset. Warburg Pincus plans to support Topcast in enhancing its local strengths, extending its international partnerships, and pursuing its next stage of sustainable expansion.

Republic–Mesa merger reshapes US skies

Republic Airways Holdings has confirmed the successful completion of its merger with Mesa Air Group, Inc. The deal, first announced on April 7, 2025, received shareholder approval from Mesa on November 17, 2025, clearing the final hurdle for the transaction to proceed. Under the agreed terms, Republic shareholders now hold roughly 88% of the combined company's common stock. Mesa shareholders will own at least 6%, with the potential to reach up to 12%, depending on the final settlement of Mesa's pre-closing obligations. The union creates a significantly expanded airline group with a formidable operational footprint. Republic Airways Holdings Inc. will now command the world's largest Embraer jet fleet: a total of 310 E-Jets supporting more than 1,300 daily departures. Republic Airways Inc. will continue to operate flights on behalf of American Airlines, Delta Air Lines, and United Airlines through its existing capacity purchase agreements (CPAs). Meanwhile, Mesa Airlines will fly for United Airlines under a newly established ten-year CPA secured as part of the merger. David Grizzle, CEO of Republic Airways, emphasised the strategic and operational value of the deal. He described the merger as a step that unites both airlines under a shared mission to deliver safe, clean, and dependable service while strengthening vital air links across the United States. Grizzle noted that the transaction is designed to generate value for all stakeholders and reinforce the regional aviation sector at a time of rapid change. With the merger complete, Republic returns to the

MILITARY AND DEFENCE

Poland places record order for AH-64E Apaches

Boeing will produce AH-64E Apache attack helicopters for several international customers, including a landmark order of 96 aircraft for the Polish Armed Forces, under a Foreign Military Sales contract awarded by the U.S. Army and valued at nearly 4.7 billion dollars. Poland's purchase marks the largest Apache order ever placed by a country outside the United States, underscoring the scale of the nation's defence modernisation effort



Boeing will produce 96 AH-64E Apache helicopters for the Polish Armed Forces © Boeing

and its commitment to strengthening front-line capabilities. Deliveries are scheduled to begin in 2028, although the Polish Ministry of National Defence has already begun preparing its personnel, with pilots and maintainers currently training on the platform. To support this transition, Poland is leasing eight Apache helicopters from the U.S. Army. The agreement builds on an offset arrangement announced last year between Boeing and the Polish Ministry of National Defence. Under this partnership, Polish industry will play a central role in maintaining and supporting the incoming Apache fleet, helping to build long-term domestic expertise. Boeing will also establish training programmes in the country and assist in the development of a composite laboratory, further deepening industrial cooperation. The contract comes as Boeing marks fifty years since the Apache's first flight, celebrated at its production facility in Mesa. Over the decades, the aircraft has matured into the highly capable E-model, a configuration widely considered the most advanced and battle-tested variant. The AH-64E offers heightened lethality, improved survivability, enhanced connectivity and seamless interoperability, qualities that have cemented its status as one of the most trusted attack helicopters in service today. Recent months have seen Boeing deliver new Apache aircraft to a range of international operators, including the Australian Army, Indian Army and Royal Moroccan Air Force. Poland now becomes the nineteenth global user of the platform. More than 1,300 Apaches are currently in operation worldwide, supported by Boeing Global Services, which provides sustainment, training and through-life support for the global fleet.

public markets with renewed financial strength and a clear long-term strategy. Grizzle pointed to the company's experienced workforce and ambitious outlook as key foundations for its next phase of growth, adding that the combined airline now faces a future "bright with opportunity."

Emerald Airlines reaches first operating profit

Emerald Airlines, the exclusive operator of Aer Lingus Regional services, has marked a major milestone in its brief but ambitious history by securing its first operating profit. The achievement, recorded in the year ending 2024, represents a decisive shift in the airline's financial trajectory. After closing 2023 with an operating loss of €7.6 million, the company

has now reported a profit of €9.6 million, signalling a confident step out of the start-up phase and into sustainable growth. The result reflects a period of disciplined expansion and operational focus. Over the course of 2024, Emerald Airlines strengthened its fleet with the addition of its eighteenth aircraft in May, helping to lift overall capacity by 8.8 per cent. The airline now operates twenty ATR72-600 aircraft, a fleet profile designed around efficiency and regional connectivity. This growth supported a sizeable rise in revenue, which increased by 20.5%. Passenger numbers also rose by 15.7%, contributing to a 4.6-point improvement in load factor. By the end of the year, Emerald Airlines had carried 2.2 million passengers and operated with an average load factor of 80 per cent, a clear indication of strong and consistent demand across its network. (€1.00 = US\$1.16 at time of publication).

MILITARY AND DEFENCE

Boeing secures new KC-46A tanker deal worth US\$2.47 billion

Boeing has secured a Lot 12 contract from the U.S. Air Force for 15 additional KC-46A Pegasus tankers, a package worth US\$2.47 billion. The agreement reinforces production stability and supports long-lead supply-chain activity needed to sustain output on the KC-46A line. Jake Kwasnik, Vice President and KC-46 Programme Manager, said the contract helps Boeing maintain the consistency required to continue delivering what he described as the aircraft's unmatched capability. The U.S. KC-46A fleet has now accumulated more than 150,000 flight hours, underlining its heavy use across training, operational sorties and global deployment missions. The platform's reliability and versatility continue to drive its expanding role across the joint force. Worldwide, 183



KC-46A Pegasus tanker

© Boeing

KC-46A multi-mission aerial refuellers are either in service or on contract. This total includes 98 delivered to the U.S. Air Force, six to the Japan Air Self-Defence Force and four contracted for the Israel Air Force. Each operator uses the Pegasus to strengthen long-range mobility, improve interoperability and support demanding mission profiles. Recent awards, including a July 2024 contract focused on mission readiness and performance improvements, are advancing the tanker's capabilities. Upgrades under way aim to enhance communications, sharpen data connectivity and improve situational awareness. These developments ensure the KC-46A remains the world's most advanced multi-mission aerial refueller as emerging requirements continue to evolve.

Sweden and GKN Aerospace fast-track new UAV programme



Concept UAV demonstrator

© GKN Aerospace

GKN Aerospace has begun a collaborative programme with the Swedish Defence Materiel Administration (FMV) to create and demonstrate a new flying uncrewed aerial vehicle (UAV) within the next 18 months. The initiative, which reflects Sweden's ambition to strengthen its defence capabilities, will focus on delivering a low-cost, adaptable system that can support a broad spectrum of military needs. It aims to advance not only cutting-edge technology but also modern ways of working, encouraging faster decision-making, closer customer involvement, and continuous learning throughout the development cycle. At the heart of the programme is a commitment to flexibility. The UAV is being conceived as a highly adaptable platform capable of supporting a variety of mission profiles. Rather than locking in a rigid design from the outset, the project will allow end-users to define their final capability priorities, ensuring the aircraft remains aligned with evolving operational requirements. This tailored approach is expected to offer the Swedish Armed Forces and Air Force a practical

and scalable solution for future missions. The development process will involve extensive ground demonstrations, including tests of the turbojet engine, the fuselage structure, and onboard systems configured for different operational scenarios. These trials will pave the way for full-flight demonstrations, which will validate the UAV's performance and confirm its suitability for deployment. Stefan Oscarsson, SVP Governmental Solutions GKN Aerospace said: "This programme is a great example of how we can work closely with the Swedish Defence Materiel Administration (FMV) to rapidly explore new capabilities that are both innovative and cost-effective. It reflects our shared commitment to strengthening Sweden's defence readiness and technological edge and builds on decades of trusted collaboration." This new effort reinforces GKN Aerospace's established position within Sweden's defence ecosystem. The company remains the licensed original equipment manufacturer (OEM) of the RM12 engine, which powers the Saab Gripen fighter aircraft. Leadership of the UAV programme, along with engine development, will be based in Sweden, while the airframe will be developed in the Netherlands, ensuring a blend of national expertise and international engineering strength.

INFORMATION TECHNOLOGY



Pan Am has chosen Trax to support the relaunch of its maintenance operations © Trax

Trax, a global provider of paperless aviation maintenance and engineering software, has announced that **Pan Am** — one of aviation’s most storied and recognisable names — has chosen the company to support the relaunch of its maintenance operations. The revitalised carrier will deploy Trax’s eMRO platform, its full suite of eMobility applications, and a cloud-based hosting solution to underpin its next phase of growth. By adopting the eMRO maintenance management system, Pan Am will be able to streamline and unify core operational functions within a single scalable platform. The system brings together aircraft maintenance oversight, regulatory compliance tracking, inventory control, and strategic operational planning. This integration allows the airline to maintain tighter control over fleet health while improving efficiency and accuracy in day-to-day decision-making. The addition of Trax’s eMobility apps takes the transformation further by enabling a thoroughly paperless workflow. Flight crews, engineers, and inspectors will be able to execute tasks digitally, with real-time data flowing across devices and departments. This modernised approach supports faster turnaround times, improved coordination, and a substantial reduction in administrative overhead. Both the eMRO and eMobility systems will be hosted within Trax’s cloud infrastructure. Cloud deployment offers Pan Am seamless system updates, strong cybersecurity protections, and the flexibility to scale its footprint quickly as the airline expands its operations. It also ensures global accessibility, an essential feature for

an operator with ambitions to grow across multiple regions. Rajan Bindra, Trax’s Vice President of Business Development, welcomed Pan Am to the Trax ecosystem, saying the company was “excited to be part of Pan Am’s resurgence”. He noted that the combination of eMRO and eMobility apps will give the airline the real-time insight and automation required to run a “connected and responsive modern maintenance operation”.

OTHER NEWS

Lufthansa Cargo has taken a decisive step in reshaping its long-term future with the completion of phase one of its new headquarters at **Frankfurt Airport**. This move marks a pivotal moment in the sweeping modernisation of the carrier’s freight hub, which remains one of Europe’s most important logistics gateways. Authorities are expected to issue formal building approval in mid-December. Once granted, the first 60 office workspaces within the revitalised structure will come into use without delay. The wider development will unfold in three further stages, running successively until early 2028. Phase two is already on the calendar for completion in autumn 2026. The new headquarters spans 10,000 m² of modern office space and forms a central pillar of the broader overhaul across the Lufthansa Cargo Campus. This includes the construction of a new cargo hub designed to strengthen Frankfurt’s standing in

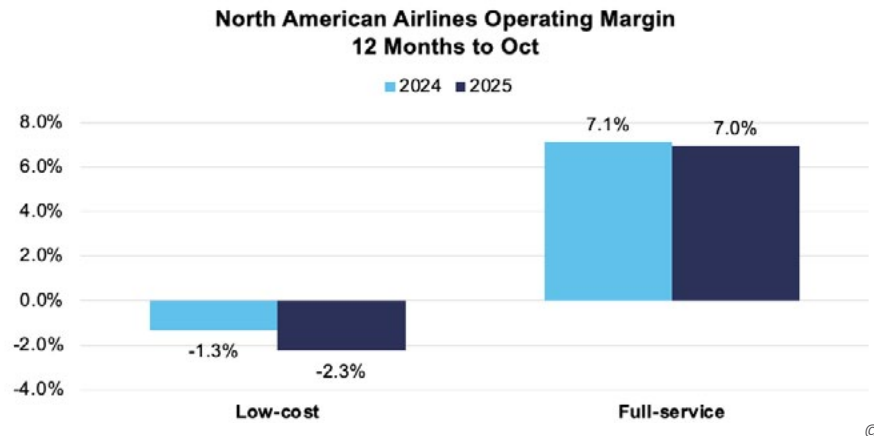


Ribbon-cutting ceremony © Lufthansa Cargo

the global air-freight network. Ashwin Bhat, CEO of Lufthansa Cargo, underscores the significance of the project. He describes the headquarters as more than an administrative centre: it is a place where company culture will be lived, shared, and refined. According to Bhat, these modern workspaces are intended to encourage collaboration, spark innovation, and support sustainable growth. Together, these elements send a firm message about the airline’s resolve to shape the next era of air freight. He also emphasises that the modernisation of the cargo hub is essential to providing customers with reliable, high-quality transport solutions across the world. The programme, known as LCCEvo, represents the Lufthansa Group’s largest current infrastructure investment, totalling €600 million (US\$696 million). By 2030, the existing cargo centre—covering 330,000 square metres, roughly the size of 46 football pitches—will undergo a complete transformation. Crucially, this overhaul will take place while operations continue, ensuring uninterrupted service for global customers. Lufthansa Cargo aims to run Europe’s most advanced air-freight location by the end of the decade and strengthen its competitive position on the world stage.

OTHER NEWS

Ryanair has confirmed it will close its Prime subscription scheme from November 28, bringing an end to an eight-month trial that failed to deliver the financial return the airline expected. While the programme will shut to new customers, the 55,000 existing Prime members will continue to receive monthly low fare offers until their memberships expire in October 2026. The Prime scheme was launched in response to years of customer requests for a Ryanair membership model. During the trial, it attracted more than 55,000 subscribers and generated over €4.4 million in fees. However, Ryanair’s Chief Marketing Officer, Dara Brady, explained that the programme proved financially unsustainable. Prime members benefitted from more than €6 million in fare discounts during the trial period, meaning the airline offered significantly more in savings than it received through subscription income. According to Brady, the imbalance between revenue and the operational effort required to run monthly members-only fare promotions made the scheme unviable. He noted that managing exclusive sales for a relatively small base of 55,000 members did not justify the resources involved, even though the programme was positively received by those who joined. Despite ending the trial, Ryanair emphasised its appreciation for its Prime subscribers. All existing members will retain access to exclusive flight and seat savings for the remaining duration of their 12-month memberships. The airline also signalled that the insights gathered during the trial will help shape future customer-loyalty initiatives. (€1.00 = US\$1.16 at time of publication).



IBA, the aviation market intelligence and advisory company, reports that airline capacity to North America (scheduled seats) for Thanksgiving 2025 is up 2.0% year on year, led by a 2.8% increase from full-service carriers. However, despite this uplift, airline profitability continues to decline, with operating margins tightening across both full-service and low-cost segments. Data from the aviation intelligence platform IBA Insight shows that scheduled seats within North America, including US domestic services, account for 89% of total capacity, with flights from Europe and other regions providing the remainder. Low-cost carriers have posted only 0.5% capacity growth, and the Big Four US airlines continue to dominate the market, collectively supplying 66% of scheduled seats. Despite this capacity rise, data from IBA Insight indicates that profitability has weakened. Low-cost carriers recorded a rolling twelve-month operating margin that had declined to -2.3% by the end of October 2025, down from -1.3% a year earlier, while full-service airlines slipped to 7.0% from 7.1% over the same period. The figures reflect ongoing cost pressures and softer revenues heading into the holiday period. Recent third-quarter results further highlight divergent pressures across business models. Full-service airlines saw unit revenues soften by 0.4% in the twelve months to the end of October 2025, while low-cost carriers face rising unit costs, up 0.3%, driven partly by higher staffing and maintenance expenses. Performance among individual airlines varied, with Southwest Airlines delivering a modest 0.5% operating margin in Q3, whereas Spirit Airlines reported an improved but still negative -14.1% margin as it continues the structural changes initiated during its second Chapter 11 process. The airline capacity growth follows disruptions linked to the recent US government shutdown, which temporarily affected air traffic control staffing and forced airlines to trim schedules at several major airports. With restrictions now lifted and the FAA confirming a return to regular operations, carriers enter the Thanksgiving travel window with improved operational stability, though financial headwinds remain. Dan Taylor, Head of Consulting at IBA, said: “While travellers prepare to tuck into their Thanksgiving feasts, airlines may find there is a little less on their own profit plates this year, with rising costs and softer revenues giving the industry more to chew on over the months ahead.”



© Heathrow Airport

Ministers have formally endorsed a plan for **Heathrow’s** long-awaited third runway, selecting the airport owner’s £33bn proposal as the most viable route to expansion, according to **The Guardian**. Their decision means the government now backs a longer, more expensive 2.2-mile (3.5km) north-western runway that would straddle the M25 motorway and could, if all approvals proceed as expected, be operating by 2035. Transport secretary Heidi Alexander said the chosen scheme represented the “most credible and deliverable option” when compared with the competing submission from the **Arora Group**. She argued that **Heathrow Airport Ltd’s** proposal was already far more technically developed, particularly its plans for diverting and rebuilding the section of the M25 that would run beneath the new runway. Although the motorway work alone is set to cost around £1.5bn, Alexander noted that Arora’s idea would also have triggered notable disruption to the M25 while requiring additional home acquisitions. Arora’s Heathrow West plan centred on a shorter 1.7-mile runway built farther east. Backers claimed it could be delivered for £23bn and would avoid shifting the M25, yet ministers concluded that the scheme lacked the maturity and detail required to ensure rapid progress. Both designs promised readiness by 2035, but the government judged Heathrow’s own blueprint to have the clearer path to full planning permission. Alexander emphasised that the project must still satisfy the government’s four core tests covering environmental impact, economic value, noise limits and air quality standards. She said the decision would allow officials to advance “swiftly and decisively” towards securing the approvals needed by 2029. The aim, she added, is to bring benefits to passengers, businesses and the wider economy sooner, provided the scheme ultimately meets those strict conditions. The government will now revisit the airports national policy statement, a key document required before the runway can move into the formal planning system. A full public consultation is scheduled to begin by July next year, giving communities, industry and stakeholders the chance to scrutinise and challenge the proposed expansion. (€1.00 = US\$1.32 at time of publication).

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OTHER NEWS

Saab and CAE have signed a global cooperation agreement to develop advanced training tailored to Saab's Airborne Early Warning (AEW) platforms, including the GlobalEye Airborne Surveillance platform. The agreement, completed during the state visit of Their Majesties the King and Queen of Sweden to Canada,



GlobalEye

© Saab

marks a fresh step forward in the companies' long-standing relationship and deepens international work in airborne surveillance, situational awareness, and integrated mission systems. Building on Saab's growing partnerships in Canada, the collaboration blends Saab's decades of multi-domain sensing, command and control, and AEW integration expertise with CAE's global leadership in simulation-based training. Together, the companies will deliver high-fidelity training environments that mirror the complexity of modern airborne surveillance missions for GlobalEye operators. Saab's President and CEO, Micael Johansson, said the agreement reflects a forward-looking approach to expanding AEW capacity. "This partnership supports our commitment to GlobalEye customers and aligns with our strategy to deliver world-leading AEW capability with best-in-class training. CAE is a trusted partner with unrivalled training expertise, and together we will raise operational readiness for AEW platform users worldwide."

INDUSTRY PEOPLE



Ernst-Georg Schröder

Deutsche Aircraft has appointed **Ernst-Georg Schröder** as Manager of the Final Assembly Line (FAL) for the D328eco® at Leipzig/Halle Airport, marking a key step forward in the programme's industrial development. Schröder brings more than 25 years of experience in aerospace production and operations, built across complex assembly, manufacturing, and maintenance environments. Before joining Deutsche Aircraft, he held senior leadership positions at Rolls-Royce Deutschland, where he led major operational programmes involving OEM assembly and MRO activities for both business jet and commercial aircraft engines. His background also includes deep expertise in lean manufacturing and Six Sigma methodologies, enabling him to drive continuous improvement, strengthen operational excellence, and support consistent on-time delivery. In his new role, Schröder will oversee the creation, setup, and ramp-up of the D328eco Final Assembly Line. His leadership will be instrumental as Deutsche Aircraft progresses its next-generation regional aircraft programme, which focuses on delivering a more efficient, sustainable, and future-

ready platform for regional aviation. Ensuring the FAL operates with high levels of quality and efficiency will be central to his mandate as the company prepares for increased production activity over the coming years. Schröder holds a Diplom-Ingenieur degree in Management and Mechanical Engineering from the Technical University of Berlin. Alongside his professional achievements, he is a dedicated marathon runner and a licensed private pilot, reflecting his long-standing connection to both endurance sport and aviation.



Robi Gone

IFS, the industrial AI software provider, has appointed **Robi Gone** as its new Chief Information Officer, following the retirement of **Helena Nimmo**. Gone will oversee the company's global IT strategy and will play a central role in shaping its next phase of digital development. He joins IFS from Shell, where he spent more than a decade in senior IT leadership roles. Most recently, he served as IT Global GM for Finance, guiding Shell's digital transformation through next-generation ERP systems. His remit covered major global programmes across finance platforms, enterprise performance management and SaaS deployments. Before

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joining Shell, he worked in consulting roles at Deloitte and Accenture, cementing his expertise in enterprise transformation and large-scale IT delivery. Gone brings a strong track record in building digital backbones, improving operational efficiency and leading high-performing teams across multiple regions. He will report directly to **Mark Moffat**, CEO of IFS, and will sit on the IFS Executive Board. Moffat said he is pleased to welcome Robi to the company, noting that his experience in enterprise transformation and digital platform development will be vital as IFS continues to modernise and scale its global IT operations. He also thanked Helena Nimmo for her leadership, highlighting her role in shaping IT strategy, strengthening security and embedding AI throughout the organisation, as well as her wider contributions to diversity and inclusion.

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

Commercial Engines

CF34 Engines	Sale / Lease	Company	Contact	Email	Phone
(1) CF34-10E6	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
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				
(2) CFM56-5B4/P	Now - Sale / Lease	GA Telesis		engines@gatelesis.com	
(2) CFM56-7B26	Now - Sale / 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) CFM56-5B3/3	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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(1) PW127M	Now - Sale/Lease/Exch.				
PW1000 Engines	Sale / Lease	Company	Contact	Email	Phone
(1) PW1524G-3	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
V2500 Engines	Sale / Lease	Company	Contact	Email	Phone
(1) V2527-A5	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
(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					
(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					
(10) 131-9A, (5) 131-9B (Max compliant), (1) 331-500,		GA Telesis		apu@gatelesis.com	+1-954-849-3509
(3) 131-9B, (1) APS2300 "B"					
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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