

Weekly Aviation Headline News



“Airbus is taking a conservative approach and is inspecting all aircraft potentially impacted, knowing that only a portion of them will need further action to be taken.”
Airbus spokesperson”

Fraught Period of Time For the Airbus A320 Family

Software anomaly discovery followed by announcement of problem with certain fuselage panels

European planemaker Airbus has had a fraught couple of weeks as it deals with two problems to hit its popular A320 family of aircraft. On November 28 the company announced that an anomaly had been detected whereby excessive solar irradiation could corrupt data critical to the functioning of flight controls. It immediately issued an Alert Operators Transmission (AOT) in order to implement the available software and/or hardware protection, and ensure the fleet was safe to fly. This AOT would subsequently be reflected in an Emergency Airworthiness Directive from the European Union Aviation Safety Agency (EASA). According to the BBC news outlet, Airbus said it discovered the issue after an investigation into an incident in which a plane flying between the US and Mexico suddenly lost altitude in October. The JetBlue Airways flight made an emergency landing in Florida after at least 15 people were injured. As well as the A320, the company's best-selling aircraft, the vulnerability also impacts the A318, A319 and the A321 models. It is understood that on around 5,100 Airbus planes, the issue can be addressed using a relatively sim-

ple software update which would typically take about three hours. However, there were approximately 900 older variants which would need to have onboard computers physically replaced, and these aircraft would not be allowed to carry passengers again until work had been completed. The length of time that would take would depend on the availability of replacement computers. Airbus has acknowledged this would lead to “operational disruption to passengers and customers” and has apologised. Meanwhile, during this period of disruption, on Monday of last week Airbus announced that it had identified a problem with certain fuselage panels which affected a limited number of A320-family aircraft. A spokesperson for Airbus said: “Airbus is taking a conservative approach and is inspecting all aircraft potentially impacted, knowing that only a portion of them will need further action to be taken,” adding that: “The source of the issue has been identified, contained and all newly produced panels conform to all requirements.” Reuters news agency has reported that Airbus had found quality problems affecting the fuselage panels of several dozen

A320-family aircraft, delaying some deliveries, though there was no indication that any aircraft in service were affected. The Guardian and Reuters have reported that a presentation to airlines showed that the total number of planes needing inspections was 628, including 168 already in service, 245 on assembly lines and 215 in an earlier stage of production known as major component assembly. The affected parts are the wrong thickness, following work carried out by the Seville-based supplier, Sofitec Aero, the presentation showed. The affected panels are metal skins which are located behind the cockpit, on each side of the two forward doors. There are not thought to be any safety concerns about the panels. The quality problems emerged as Airbus is beefing up efforts to meet challenging delivery targets for the year and followed lower-than-expected indications for deliveries in November. It is believed that some deliveries were already being impacted, but there has been no immediate confirmation of how many nor for how long. One source told Reuters the total number of jets affected was around 50.

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AIRCRAFT & ENGINE NEWS

Boeing: Africa's rising passenger air traffic will spur region's fleet

Africa's passenger air traffic is expected to grow at an average annual rate of 6% through to 2044, driven by a young population, a rising middle class, rapid urbanisation and increasing investment in airports and connectivity, Boeing has said. According to the company's 2025 Commercial Market Outlook (CMO) for Africa, the region's commercial fleet will more than double to 1,680 aircraft over the next two decades to meet this accelerating demand for air travel. Single-aisle aircraft will make up 70% of the more than 1,200 new aircraft slated for delivery during this period, supporting the expansion of domestic networks and short-haul international routes. African low-cost carriers are well positioned to benefit from the continent's growing appetite for air travel, developing new routes within Africa and to Europe and the Middle East, while offering affordable fares that improve connectivity and stimulate wider economic activity. "Aviation is a catalyst for Africa's economic expansion and intra-continental connection, building on industry growth

we have seen across the region over the last 20 years," said Shahab Matin, Boeing managing director of Commercial Marketing for the Middle East and Africa. "More efficient, versatile aircraft – paired with investments and strategies to make air travel more accessible to more Africans – will unlock further growth opportunities for the region's airlines and hubs." The economic influence of aviation in Africa extends far beyond airline operations. It supports tourism, trade, investment and logistics, and generates thousands of indirect roles in hotels, manufacturing and other services. As African carriers expand their fleets and route networks, demand for wider aviation ecosystem investment will increase, together with the need for new personnel. Boeing projects that Africa will require 74,000 pilots, technicians and cabin crew over the next 20 years. The Africa CMO further anticipates significant demand for services valued at about US\$130 billion to support fleet expansion and operational resilience, along with continued requirements for wide-body aircraft as airlines modernise fleets and

grow long-haul operations. Ongoing freighter demand is also expected, aligned with the continent's developing logistics and export markets.

Azorra sells two A330-300s to Xiamen Airlease

Azorra has announced the sale of two Airbus A330-300 aircraft to Xiamen Aircraft Leasing (Xiamen Airlease), a China-based aircraft lessor. The aircraft, MSN 1432 and MSN 1579, remain on lease to Sichuan Airlines, one of China's leading carriers. Edward Chen, Chief Executive Officer of Xiamen Airlease, said: "We are honoured to establish cooperation with Azorra. Through close communication and trusted collaboration between the two teams, we have successfully completed the delivery process of these two A330-300 aircraft. We look forward to building a long-term and stable strategic partnership with Azorra in the future." The aircraft, manufactured in 2013 and 2014, respectively, are powered by Rolls-Royce Trent 700 engines.

Hi Fly lands first Airbus A330 in Antarctica

Hi Fly has achieved another landmark moment in polar aviation, successfully landing an Airbus A330 in Antarctica for the first time. The accomplishment comes just a month after the airline celebrated five consecutive years of operations to the White Continent. The milestone flight took place on December 1, when Hi Fly's Airbus A330-302, registered 9H-HFI and powered by General Electric engines, touched down on the blue-ice runway at Wolf's Fang Runway at 11:59 p.m. local time. Commanded by Captain Carlos Mirpuri, Vice-Chairman of Hi Fly, the aircraft connected Cape Town, South Africa, with the remote Antarctic airfield as part of Hi Fly's continuing partnership with White Desert Antarctica for the 2025/2026 season. On board for the occasion was Captain Antonios Efthymiou, Hi Fly's CEO, who joined the mission to mark this significant achievement. The A330, which shares the same fuselage as Hi Fly's A340 but operates with two engines rather than four, offers comparable performance

with improved fuel efficiency and reduced environmental impact. The introduction of additional ground support equipment at Wolf's Fang has now enabled safe twin-engine operations—capability that was not available during Hi Fly's early Antarctic missions. Renowned for its reliability, comfort, and strong safety record, the A330 has proven well suited to the extreme and unpredictable conditions of polar flying. This latest success builds on Hi Fly's historic 2021 breakthrough, when the airline became the first to land an Airbus A340 on the frozen continent. Bringing the A330 into service marks the beginning of a new chapter, combining sustainable performance with operational flexibility in a region where precision and environmental responsibility are paramount. "Landing in Antarctica is never routine; every flight demands meticulous planning, exacting precision, and deep respect for the environment," said Captain Mirpuri, who also commanded the first A340 mission. "Introducing the A330 to this remote runway showcases our commitment to innovation, operational excellence, and the continuing evolution of polar aviation."



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AIRCRAFT & ENGINE NEWS

AerCap hands over first 777-300ERSF to Fly Meta



Fly Meta has taken delivery of the first of three Boeing 777-300ERSF converted aircraft from AerCap

© Fly Meta

AerCap has delivered the first of three Boeing 777-300ERSF converted aircraft to Hong Kong-based aviation leasing and ACMI/CMI provider Fly Meta Leasing (Fly Meta). The aircraft was handed over on November 21, with the remaining two due in Q2 and Q4 2026. The aircraft will operate under a Crew Maintenance and Insurance (CMI) contract with Air Atlanta Icelandic, flying under the Hungary Air brand. The Boeing 777-300ERSF, known as The Big Twin, is the first passenger-to-freighter conversion of the 777-300ER. It secured FAA and CAAI certification on August 31, 2025, and entered service in mid-September. “We are proud to receive our first Boeing 777-300ERSF, a major step in Fly Meta’s long-term wide-body freighter strategy,” said Helen Chen, CEO of Fly Meta. “This aircraft will enhance our cargo corridor and widen our reach in global e-commerce, express and specialty freight. Working with AerCap, Air Atlanta Icelandic and Hungary Airlines, we are shaping a modern, efficient and scalable wide-body freighter platform built around the 777-300ERSF, 747-400F and upcoming additions. We look forward to adding more capacity in 2026 to meet fast-rising demand across Asia, Europe, the Middle East and Africa.” Founded in 2022 by industry veterans with deep cargo and leasing expertise, Fly Meta is headquartered in Hong Kong with an office in Beijing. The company offers integrated ACMI, CMI and charter solutions to airlines, logistics firms and e-commerce partners worldwide. Through strategic cooperation with Air Atlanta Icelandic and Hungary Airlines, and an expanding fleet that includes the 747-400F, 777-300ERSF and A330-200F, Fly Meta is building high-efficiency long-haul cargo networks across Asia, Europe, the Middle East, Africa and North America.

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AIRCRAFT & ENGINE NEWS

Britten-Norman gains Canadian approval for BN2T-4S Islander



BN2T-4S Islander aircraft

© Britten-Norman

Britten-Norman has received Transport Canada Civil Aviation (TCCA) type certification for the BN2T-4S Islander, the turboprop version of its long-established utility aircraft powered by the Rolls-Royce Model 250 engine. The certification, issued under TCCA Type Certificate A-92, includes several enhancements to the aircraft, most notably an increased maximum take-off weight of 8,925 lbs, strengthening its suitability for challenging operational environments. This achievement adds to existing approvals from the UK Civil Aviation Authority, EASA and the FAA, marking a strategic step in Britten-Norman's international expansion. Recognition by the Canadian regulator opens the door to one of the world's largest and most demanding remote and regional aviation markets. Canadian operators place high value on durable, reliable, short-field aircraft capable of year-round performance in harsh weather and across isolated terrain, positioning the BN2T-4S as a strong contender in the sector. Britten-Norman has confirmed that new BN2T-4S Islander production slots are now available. In

addition, pre-owned aircraft of the same model are undergoing full factory refurbishment at the company's UK MRO facility, providing operators with flexible options for fleet introduction. Whether selecting new-build or refurbished variants, operators joining the Islander fleet are offered a tailored pathway to suit operational requirements and budget. Mark Shipp, Technical Director and Head of Design, commented: "Achieving type certification for any aircraft requires extensive technical work and close collaboration with regulators. We're proud to have worked with TCCA and UK CAA to demonstrate the BN2T-4S's compliance and capability. This approval is an important milestone for the Islander family and the operators who will be able to depend on its proven performance in one of the world's most demanding environments." The certification underscores Britten-Norman's commitment to supporting global operators with robust aircraft designed for reliability, versatility and cost-effective operation.

Pipistrel secures Colombian type certificates for Explorer, Velis Club and X-Eye

Pipistrel, a Textron Inc. company, has announced that Aerocivil, the Colombian Civil Aviation Authority, has granted type certificates for the currently produced Pipistrel Explorer, the Velis Club, and the X-Eye, the specialised aerial-surveying variant of the 121A Explorer. The approval represents a landmark achievement, as Pipistrel becomes the first organisation to receive Colombian Aeronautical Regulation-Very Light Aircraft (RAC-VLA) type certification from Aerocivil. This marks a major step forward in expanding the company's reach in South America and strengthening its position in the global light-aircraft market. The Pipistrel Explorer delivers high performance with minimal power consumption, enabling operations in remote regions and across a wide range of temperatures and altitudes. Certified for day and night visual flight rules (VFR), it is approved for intentional spins and is equipped with an avionics suite that is ready for instrument flight rules (IFR) upgrade. The Explorer, formally known as the Virus SW 121A, previously received European Union Aviation Safety Agency type certification in 2021, establishing its credentials for international deployment. The Velis Club, derived from the Virus SW 121 platform, is intended primarily for flight-training activities, though its versatility also allows for broader use in general aviation. Designed with reliability, economy, and operational simplicity in mind, it provides operators with a modern training solution tailored to evolving pilot-instruction needs. The X-Eye, developed for X-Eye AG, extends the capability of the Explorer 121A by integrating advanced mission-specific technologies. Purpose built for aerial surveying, it offers a selection of payload options suited to specialised remote-sensing tasks. The aircraft has been engineered to support detailed mapping, 3-D terrain modelling, pipeline and infrastructure inspection, and various environmental-monitoring applications. With this type certification, Pipistrel reinforces its commitment to providing flexible, high-performance platforms for both civil aviation and special-mission operators.



Pipistrel Explorer (top) and Velis Club (bottom)

© Textron Aviation

AIRCRAFT & ENGINE NEWS

DAE secures major B737-8 deal to support AJet's rapid expansion



Image of Boeing 737-8

© DAE

Dubai Aerospace Enterprise (DAE) has finalised long-term lease agreements with AJet and Turkish Airlines for ten new Boeing 737-8 aircraft, with deliveries set for 2026 and 2027. The deal reinforces DAE's longstanding relationship with Turkish Airlines while directly supporting the rapid growth of AJet, Türkiye's newly rebranded low-cost carrier. Firoz Tarapore, Chief Executive Officer of DAE, welcomed the agreement, noting the strength and momentum of Türkiye's aviation sector. "We are delighted to be chosen by long-time customer Turkish Airlines to provide them a solution to AJet's growing fleet requirements with these new-technology, fuel-efficient aircraft. Türkiye is a fast-growing market, with flight movements increasing 5.7% in the first half of 2025, according to Türkiye's Ministry of Transport. We thank Turkish Airlines and AJet for their ongoing trust in DAE and wish them much success with their new fleet additions." The lease commitment aligns with DAE's substantial investment in the Boeing portfolio. The company currently owns, manages, or is committed to own 236 Boeing aircraft, including 119 from the 737 MAX family, underscoring its role as a major global lessor of next-generation narrow-bodies. For AJet, the deliveries mark a key milestone in its transformation from AnadoluJet into a modern, digitally driven airline focused on accessible and affordable travel. The rebrand represents far more than a change of name: it signals a renewed ambition to elevate the passenger experience through a young, environmentally friendly fleet and minimalist, spacious cabin designs. AJet's digital-first approach ensures seamless booking and travel management, reflecting its commitment to convenience and customer comfort. The airline has set out an ambitious growth trajectory. Over the next decade, AJet aims to expand its fleet to 200 aircraft and operate flights to 44 countries, covering 42 domestic and 80 international routes. The addition of DAE's Boeing 737-8 aircraft will play a central role in enabling this expansion, strengthening the carrier's competitive position and supporting its mission to deliver affordable, reliable air travel across an increasingly broad network.

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GE Aerospace and Safran Aircraft Engines.

Eve taps BETA Technologies for 'next-generation' eVTOL motors

Eve Air Mobility has chosen BETA Technologies (BETA) to supply electric pusher motors for its conforming prototypes and future production aircraft. The decision marks a notable advance in Eve's drive to industrialise its eVTOL programme and secure a resilient, high-quality supply chain. With a firm backlog of 2,800 aircraft, Eve is reinforcing its manufacturing base through this strategic collaboration. The agreement outlines a potential ten-year opportunity for BETA valued at up to US\$1 billion. It also reflects Eve's broader commitment to integrating proven systems and meeting mission requirements as the company accelerates towards commercial operations. The partnership follows an extensive evaluation campaign. Eve purchased, tested, and validated BETA's electric motors using its engineering prototype, ensuring the technology meets performance expectations ahead of the aircraft's first flight, now anticipated in late 2025 or early 2026. This structured assessment has allowed Eve to confirm the motors' suitability for cruise propulsion and their role in maturing the company's broader powertrain architecture. Johann Bordais, Chief Executive Officer of Eve Air Mobility, described the agreement as a pivotal moment. He emphasised that BETA's propulsion technology will be central to powering Eve's aircraft in cruise, supporting the safety, efficiency, and reliability standards required for entry into service. Bordais also noted the alignment between the two companies, stressing Eve's focus on suppliers who deliver robust engineering solutions and uphold rigorous safety expectations as urban air mobility moves closer to reality. BETA Technologies develops and manufactures proprietary electric propulsion systems known for high power-to-weight ratios and leading energy-conversion efficiency. Its streamlined designs offer segment redundancy and contain far fewer components than conventional aircraft engines. This architecture reduces complexity, enhances safety margins, and keeps operating costs low—qualities that position BETA as a strong fit for next-generation eVTOL platforms. Through this agreement, Eve and BETA have deepened their partnership, signalling meaningful progress towards delivering safe, efficient, and sustainable electric air transport at scale.

AIRCRAFT & ENGINE NEWS

Qantas completes return of A380 to service

Qantas has welcomed its tenth and final Airbus A380 back to Sydney after nearly six years in storage, marking the largest maintenance check in the airline's 105-year history. The aircraft, named after Qantas co-founder Paul McGinness, will serve as an operational spare over the Christmas period and, from January 1, 2026, will increase international capacity by enabling daily A380 flights on the Sydney–Dallas route. As the world's largest passenger aircraft, the A380 requires highly specialised engineering. The project represents a major milestone in Qantas' engineering efforts and its wider fleet renewal programme. Qantas International CEO Cam Wallace said the airline knew its customers were fond of the A380 and noted that the superjumbo fleet had carried more than one million passengers on the international network in the previous year. He explained that the return of the final A380 would allow Qantas to offer additional seats on popular long-haul routes to destinations such as Dallas, Singapore and Johannesburg. Wallace remarked that bringing an A380 back into service



Qantas Airbus A380

© AirTeamImages

after almost six years in storage was a significant undertaking. He said teams of engineers across the world had completed more than 100,000 hours of work, including extensive checks, heavy maintenance, landing gear replacement, a full cabin refresh and assessment flying, with parts transported by land, sea and air. Qantas has gradually returned its A380 fleet to service over recent years. Each aircraft has undergone extensive engineering checks before rejoining the international network. Every Qantas A380 now features 14 First, 70 Business, 60 Premium Economy and 341 Economy seats, with all aircraft receiving a comprehensive cabin refresh and reconfiguration, including a refurbished First cabin, an upgraded upper-deck lounge, and additional premium seating in Business and Premium Economy.

PAL seals A350-1000 lease-back deal with BOC



PAL has signed long-term lease agreements for two A350-1000 jets

© Airbus

programme," said Richard Nuttall, President of PAL. "This investment not only aligns with our commitment to operating one of the youngest and most fuel-efficient fleets in the region, but also ensures we can deliver world-class comfort, reliability, and efficiency to our passengers. Our partnership with BOC Aviation reinforces our strategy to enhance our global competitiveness while supporting the sustainable growth of our network." PAL is the national flag carrier of the Philippines and the country's only full-service network airline. As Asia's first commercial carrier, PAL operates a fleet of Boeing, Airbus and De Havilland aircraft from hubs in Manila, Cebu, Clark and Davao, offering scheduled nonstop services to 31 domestic destinations and 39 international points across Asia, North America, Australia and the Middle East.

BOC Aviation has signed an agreement to purchase and lease back two Airbus A350-1000 aircraft to new customer Philippine Airlines (PAL) under long-term operating leases. The aircraft, powered by Rolls-Royce Trent XWB engines, represent BOC Aviation's first deliveries of the A350-1000 type. The initial aircraft is scheduled to join the PAL fleet in December 2025, marking a significant addition to the airline's long-haul capabilities. Steven Townend, Chief Executive Officer and Managing Director of BOC Aviation, welcomed the partnership, noting that the transaction highlights the company's commitment to supporting the aviation industry with the latest-technology aircraft. He added that, as the largest aircraft operating lessor headquartered in Asia, BOC Aviation's strong financial position and substantial orderbook enable it to provide capital and capacity to airlines seeking to grow and modernise their fleets. "The addition of the Airbus A350-1000 to our fleet marks a pivotal step in Philippine Airlines' ongoing fleet modernisation pro-

AIRCRAFT & ENGINE NEWS

SMBC Aviation Capital delivers Wizz Air's 250th aircraft



Festive hand over of the 250th aircraft to Wizz Air

© SMBC Aviation Capital

SMBC Aviation Capital has delivered an Airbus A321-271NX (MSN 12932), powered by two IAE PW1133G-JM engines, to Wizz Air. The aircraft was handed over at the Airbus facility in Toulouse on November 20, and represents a landmark moment for the airline, marking its 250th fleet addition. This is the first delivery under a seven-aircraft sale-and-leaseback agreement between SMBC Aviation Capital and Wizz Air. A formal delivery event took place on November 28, at Budapest Airport. The A321neo delivery reinforces the long-standing partnership between the lessor and the airline, while supporting Wizz Air's rapid fleet expansion and ultra-low-cost operating model. As the largest A321neo operator in Europe, Wizz Air continues to prioritise next-generation, fuel-efficient aircraft to strengthen capacity, improve environmental performance and underpin future network growth. Reflecting on the milestone, József Váradi, CEO of Wizz Air, said: "The 250th aircraft is far more than just adding another aircraft to our fleet – it is a defining moment in Wizz Air's history. This milestone reflects over two decades of bold decisions, relentless innovation and

the passion of thousands of colleagues and partners who share the same vision and believe in making air travel more affordable and accessible for all. It proves that our strategy is working, and our momentum now is stronger than ever. We remain dedicated to doubling our fleet in the decade ahead and providing ever more low fare flights to our customers. Two hundred and fifty is not just a number – it is a symbol of our ambition and a launchpad for the next chapter of our journey." The delivery underscores SMBC Aviation Capital's commitment to supporting high-growth carriers with modern, environmentally advanced aircraft, while enabling Wizz Air to progress its long-term fleet and sustainability strategy.

Horizon partners with Motion Applied

New Horizon Aircraft has announced a partnership with Motion Applied, formerly the high-performance technology arm of Formula 1's legendary McLaren Group. Under the agreement, Motion Applied will design and manufacture a bespoke motor-drive inverter for Horizon's hybrid-electric VTOL, the Cavorite X7, enhancing power efficiency while reducing the weight of the aircraft's vertical-lift system. Motion Applied's renowned expertise, combined with its capability for on-site design, manufacturing, and testing, will support Horizon as it moves towards building its



Motion Applied will design and manufacture a bespoke motor-drive inverter for Horizon's hybrid-electric VTOL Cavorite X7 © Horizon Aircraft

full-scale prototype and advancing its aircraft certification programme. "How do we ensure our vertical lift system meets our high-performance standards? By partnering with the team that has powered championship-leading race cars for more than 30 years," said Horizon Aircraft's Chief Technology Officer, Tom Brassington. "We considered many companies for this partnership, but ultimately it is Motion Applied's innovation, deep expertise, and ability to rapidly design, manufacture, and test in-house that provides a great advantage." McLaren Applied rebranded as Motion Applied in July 2025, having separated from the McLaren Group in 2021. Now operating as an independent Tier One technology provider, the company is committed to setting new benchmarks in precision, reliability, and innovation across emerging sectors, with a strong focus on electrification, motorsport, and connectivity. Motion Applied delivers a suite of technologies supporting electric vehicle and aircraft development. The Cavorite X7 will integrate a custom air-cooled silicon-carbide motor-drive inverter — converting DC from on-board batteries into AC for the electric motors — based on Motion Applied's MCU-X platform. Weighing under 3 kg, this advanced system utilises silicon-carbide technology and decades of power-electronics expertise to provide faster, more efficient power transfer with reduced cooling demands. The result is a compact solution delivering significant gains in aircraft efficiency, power density, and range — all vital to the performance of a hybrid-electric VTOL such as the Cavorite X7.

MRO & PRODUCTION NEWS

GE Aerospace unveils £19 million upgrade for Wales MRO hub

GE Aerospace has confirmed a £19 million investment over the next three years to refurbish its Wales site, a flagship centre for commercial engine maintenance, repair and overhaul (MRO). The programme will reinforce essential infrastructure, sharpen operational performance, and support sustainability goals, ensuring the facility remains a leading force in global fleet support. The refurbishment covers upgrades to more than 70,000 ft² of roof space, together with improved cladding, insulation and glazing. These enhancements will modernise core infrastructure, cut energy use, and open the door to future renewable-energy projects. It marks the site's largest single investment in over twenty years, following the construction of the wide-body test cell in 1999. As one of Wales' designated anchor companies, GE Aerospace is central to driving employment, skills and economic growth across the region. The site employs over 1,350 engineers and technical specialists who deliver world-class MRO services to customers worldwide. GE Aerospace Wales also runs an award-winning Apprenticeship Programme, currently supporting 43 apprentices in partnership with Coleg y Cymoedd. The investment forms part of GE Aerospace's wider push to strengthen infrastructure, skills and operational excellence across Europe. In October 2024, the company unveiled plans to invest more than £107 million in MRO and Component Repair facilities across the continent through 2026. These commitments underscore its intent to develop a highly skilled workforce and meet the aerospace sector's evolving demands. (£1.00 = US\$1.33 at time of publication).



GE Aerospace to invest £19 million to modernise Wales site

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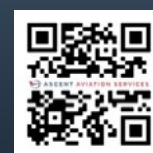


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MRO & PRODUCTION NEWS

RECARO targets strong global growth as aviation demand surges



RECARO's final assembly line in Germany

© RECARO Aircraft Seating

supported by an enlargement of the existing site. Further strengthening its international footprint, RECARO plans to open a dedicated customer service hub in Delhi in the first quarter of 2026. This presence will support operators across the region and reinforce the company's focus on premium service quality. Alongside geographic expansion, RECARO has been upgrading its technologies and capabilities within the business-class segment. Operations and customer service teams have undergone intensive preparation to handle significantly higher output levels over the coming years. To support this growth, RECARO has finalised a Supplier Furnished Equipment (SFE) agreement with Embraer, announced in 2023. This partnership enables streamlined delivery and aligns with RECARO's commitment to comfort, innovation, and operational excellence. Meanwhile, three RECARO sites have completed successful customer programmes for the award-winning R3 long-range economy seat, celebrated for its lightweight design and enhanced passenger comfort. Recent customer surveys underline the company's strong market position, showing rising satisfaction levels and consistently positive feedback. With robust demand, expanding facilities, and a strengthened product offering, RECARO is well placed to deliver another year of impressive global growth.

RECARO Aircraft Seating is closing the year on a strong upward trajectory, poised to exceed its 2024 revenue figure of roughly €576 million (US\$674 million). The company anticipates sustained double-digit growth in 2025 and beyond, reflecting both the revival of global aviation and rising demand for premium seating solutions. This momentum follows a year of significant expansion, marked by large-scale hiring, new facilities, and deeper engagement with key aircraft manufacturers. Over the past twelve months, RECARO recruited more than 200 new employees worldwide in preparation for the industry's continued ramp-up. To accommodate projected demand, the company has launched its global space2grow initiatives, designed to enhance capacity and streamline operations. One of the most substantial developments is the expansion of RECARO Aircraft Seating Polska, which will add a new production and office complex due for completion in the second half of 2026. At the same time, the company's German operations have boosted their test-seat production capability by 60%,

Bombardier advances construction of major Abu Dhabi service hub

Bombardier has reported substantial progress on its new state-of-the-art service centre at Al Bateen Executive Airport in Abu Dhabi, marking a key milestone in the company's strategy to expand its global support network. The structural framework of the main building and hangar is now rising, keeping the project firmly on track for its planned opening in the second half of 2026. The facility is positioned to become a cornerstone of Bombardier's aftermarket presence in the Middle East, offering enhanced maintenance capabilities and reinforcing the manufacturer's commitment to customers in the region. Covering approximately 120,000 ft², the Abu Dhabi facility will include a 55,000 ft² hangar, a dedicated parts depot and a full suite of maintenance services. These will range from scheduled and unscheduled heavy maintenance to aircraft modifications and rapid-response aircraft on ground support. The site will be equipped to service the entire Learjet, Challenger and Global aircraft families, including Bombardier's newest flagship, the Global 8000. Once operational, it is expected to create around 100 highly skilled jobs in Abu Dhabi, complementing the company's existing line maintenance station in Dubai and strengthening Bombardier's footprint in one of the region's key aviation hubs. The project forms part of Abu Dhabi Airports' broader masterplan to elevate Al Bateen Executive Airport as a premier centre for business aviation by enhancing infrastructure and service capability. It also aligns with Bombardier's wider global expansion, which includes the recent opening of a new service facility in Fort Wayne, Indiana, and the addition of a modern paint shop at its London-Biggin Hill centre. Together, these developments underline Bombardier's commitment to broadening its aftermarket network and improving service accessibility for customers worldwide.


 Executives from Abu Dhabi Airports join Bombardier leadership at site of the company's Abu Dhabi service centre
 © Bombardier

MRO & PRODUCTION NEWS

Liebherr-Aerospace to open new Dubai service hub

Liebherr-Aerospace is set to open a dedicated service centre in early 2026 within the Mohammed bin Rashid Aerospace Hub (MBRAH) in Dubai South, marking a significant expansion of the company's footprint in the Middle East. The new facility, strategically positioned beside the emerging Al Maktoum International Airport, will begin operations with EASA/GCAA Part 145 certification and will focus on enhanced support for air management components across commercial aircraft, business jets, and helicopters. The development responds directly to rising regional demand for aftermarket repair and overhaul capacity for Liebherr equipment. The centre will span roughly 2,400 m² and will conduct a broad range of service activities on site, enabling the company to deliver greater value and improved operational performance to customers across the region. Its location within MBRAH places Liebherr-Aerospace in close proximity to major operators, OEM partners, and logistics infrastructure, ensuring customers benefit from rapid, proactive support. Dubai's status as a global aviation hub strengthens this advantage, allowing Liebherr teams to be physically near key fleets and to accelerate issue resolution across diverse aircraft types. By providing component MRO services locally while maintaining full OEM quality standards, Liebherr-Aerospace aims to cut logistics times and streamline workflows for operators. Previously, customers in the Middle East depended on Liebherr facilities in Europe and the United States for support. The new Dubai centre eliminates that reliance by offering immediate, regionally based solutions delivered by local expert teams. This shift is expected to provide faster and more cost-effective logistics through direct routing via Dubai. The Dubai expansion forms part of Liebherr's wider global customer service strategy, which is built around a distributed network of service centres tailored to regional requirements. For Middle Eastern operators, the addition of this facility represents a significant strengthening of available OEM-focused support. Alongside core MRO capability, customers will gain improved access to product support, digital condition monitoring, optimised logistics, and spare parts pooling. Together, these enhancements are designed to elevate operational reliability and reinforce Liebherr-Aerospace's long-term commitment to the region.

Senior gains multi-year Airbus contract



Senior has been awarded a standard parts contract by Airbus
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Senior plc (Senior), a global manufacturer of high-technology components and systems, has been awarded a multi-year contract from Airbus for the design, qualification and production of a range of highly engineered aerospace standard parts used in fluid-conveyance applications. The agreement strengthens Senior's position as a key supplier of complex components to major airframers and underscores the company's capability in delivering precision-engineered solutions. Initial production under the contract will support both single-aisle and twin-aisle Airbus commercial aircraft programmes, with substantial growth potential in the global spares and repairs markets. Deliveries are scheduled to begin in the first quarter of 2026 from Senior's European manufacturing facilities. The award reflects Senior's long-standing expertise in advanced product design, component qualification and investment in state-of-the-art manufacturing technologies. The new product lines will expand Senior's established capabilities in pressed, formed and intricately engineered standard components, reinforcing the company's commitment to innovation and high-quality manufacturing within the aerospace sector. Laurie Fleming, Chief Executive Officer of Senior Aerospace, welcomed the contract, saying: "Our teams in Europe have been working hard to develop and qualify these highly engineered standard parts, which have multiple applications across Airbus' commercial aircraft portfolio. We are delighted to receive this first contract award for this product type from Airbus and look forward to fully supporting our customer's ambitions in the coming years." The award represents a significant milestone for Senior, further cementing its role as a valued partner to Airbus and highlighting its ability to deliver sophisticated engineered components for modern aircraft platforms.

MILITARY AND DEFENCE

Daher showcases Eye Pulse its prototype MALE drone

Daher has completed a successful flight demonstration of Eye Pulse, its prototype medium-altitude long-endurance (MALE) drone, presented to the Directorate General of Armaments (DGA) under a call for projects agreement. The first flight, conducted at Tarbes, represents a major milestone for the company, demonstrating its ability to deliver quickly and respond effectively to defence requirements. Developed in under six months through a partnership with Thales, the Eye Pulse demonstrator meets the DGA's ambition to accelerate the strengthening of drone capabilities for the French armed forces and for export. The demonstration featured a fully automated sequence, including an autonomous landing phase. As architect and project lead, Daher integrated the Thales ScaleFlyt avionics suite onto an existing platform, enabling a fully autonomous flight sequence triggered from the ground. The activation was carried out by IGCEA Alexandre Lahousse, deputy director general of the DGA, who attended the demonstration with a DGA delegation. Thales provided the remote piloting system, ground station, and ground-to-air command and control data link. Its interoperable control technology complements the advanced design of Eye Pulse, which is capable of automatic and autonomous operation. The flight highlighted the strong synergy between the two companies, combining Daher's platform integration expertise with Thales' avionics and control systems. Drawing on certified civil-sector technologies, the programme reflects Daher's agility and its efficient industrial ecosystem. The company leveraged its long-standing aircraft manufacturing capabilities and civil aviation approvals to develop Eye Pulse. Its Fly'in technology centre in Tarbes, with capabilities in rapid prototyping, engineering, artificial intelligence, and embedded systems testing, played a central role in enabling swift integration of Thales technology into the demonstrator. With its modular architecture and interoperable systems, Eye Pulse is designed to evolve in line with operational needs. The platform can be adapted to varied missions and specifications, supporting future doctrines of use as defence requirements continue to develop.



Daher has successfully completed the flight demonstration of Eye Pulse, a prototype MALE drone
© Daher

MILITARY AND DEFENCE

Embraer and PGZ sign five new defence MoUs

Embraer has entered a new phase of strategic collaboration in Poland, signing five memoranda of understanding (MoUs) with Polska Grupa Zbrojeniowa S.A. (PGZ)—the country's leading state-owned defence group—and its subsidiaries WZL-1, WZL-2, WSK "PZL-Kalisz", and WBCKT. The MoUs lay the foundation for extensive, long-term cooperation across the aerospace and defence sectors, underscoring Embraer's commitment to deepening its industrial presence in Poland and supporting the creation of highly skilled jobs. Over the coming weeks, Embraer and PGZ will jointly evaluate multiple avenues for industrial partnership, including operational support; maintenance, repair and overhaul (MRO) services; component manufacturing; supply chain solutions; and the design, development, production, industrialisation, engineering, and testing of aerospace systems. The potential scope may also extend into C4ISR-related activities. Two of the new MoUs advance Embraer's collaboration with WZL-1 and WZL-2—key pillars of the Polish aerospace ecosystem. The WZL-1 partnership will explore cooperation in metallic and composite component manufacturing, technology transfer, certification and quality assurance, and emerging aerospace technologies, all of which contribute to strengthening Poland's industrial capabilities. The MoU with WZL-2 focuses on possible MRO collaboration for the KC-390 Millennium and other aircraft types, in addition to paint services. Embraer has also broadened its engagement with WSK and WBCKT. The agreement with WSK considers future cooperation in component manufacturing, mechanical and heat-treatment processes, training initiatives, and consulting services. Meanwhile, the MoU with WBCKT will assess opportunities for the joint development of ground support equipment (GSE) tailored to the KC-390 Millennium multi-mission transport aircraft. Together, these five MoUs represent a significant step forward in Embraer's integration into Poland's defence and aerospace landscape, paving the way for expanded industrial capacity, deeper technological cooperation, and long-term strategic partnership.



Official signing ceremony of five new MoUs

© Embraer

Pratt & Whitney wins US\$1.6bn contract to support F135 engines



Pratt & Whitney has received a US\$1.6 billion contract action for sustainment of F135 engines © RTX

Pratt & Whitney has secured a US\$1.6 billion undefinitised contract action to sustain the F135 engine, which powers all three variants of the F-35 Lightning II, widely regarded as the world's most advanced fighter aircraft. The contract covers a range of essential sustainment activities for both US and international operators. These include depot-level maintenance and repair, spare parts replenishment, material management, propulsion system integration, engineering support and software sustainment. Together, these efforts ensure the continued reliability and readiness of the global F-35 fleet. "Investing in F135 sustainment keeps allied forces ready to meet current and future threats," said Kinda Eastwood, Vice President of F135 Sustainment at Pratt & Whitney. "F-35 operators worldwide depend on the F135 for the power and performance their missions demand, and this award helps us maintain readiness rates that enable the war fighter to accomplish their critical missions." Maintaining F-35 readiness requires a vast and well-coordinated sustainment network. The F135 enterprise now supports multi-

ple global depot facilities, 39 bases and 12 ships around the world. By drawing on this distributed maintenance, logistics and technical expertise, Pratt & Whitney continues to strengthen the engine programme's agility, resilience and global support.

OTHER NEWS

SAS and **Aeromexico** have announced an expansion of their partnership through a new codeshare agreement effective December 1, 2025. The deal significantly broadens network access for customers of both airlines, strengthening links between Mexico and Scandinavia while delivering smoother travel options and enhanced loyalty benefits. Under the agreement, SAS travellers can now reach Mexico City International Airport (MEX) from Copenhagen, Stockholm and Oslo via major gateways in the United States and Canada. These include San Francisco, Boston, Newark, Seattle, Chicago, Los Angeles, New York, Miami, Washington D.C. and Toronto. The added flexibility opens a wide range of one-stop travel possibilities from Scandinavia to Mexico's capital and beyond. Aeromexico passengers will also benefit from seamless access to SAS' key destinations across Denmark, Norway and Sweden, improving connectivity to northern Europe and reinforcing SAS' hub operations. The partnership delivers a range of practical advantages. Customers can book single-ticket itineraries and enjoy through-checked baggage, simplifying multi-segment journeys. Loyalty members will also see meaningful benefits: SAS EuroBonus and Aeromexico Rewards passengers will gain reciprocal SkyTeam privileges, including the ability to earn and redeem points, priority check-in and boarding, and access to eligible airport lounges. The strengthened cooperation marks a strategic step for both carriers, offering travellers expanded choice, improved convenience and a more integrated experience across the transatlantic network.



SAS and Aeromexico expand partnership with new codeshare agreement © SAS

OTHER NEWS

Saab and **Airservices Australia** have signed a master service agreement covering the airports in Melbourne, Sydney, Brisbane and Perth, reinforcing a long-standing commitment between the two organisations. Under the agreement, Airservices Australia will deploy Saab's advanced tower automation system, incorporating the latest version of the Saab Integrated Air Traffic Control Suite (I-ATS), which will be installed and kept up to date at the country's largest airports. The solution also has the potential to be extended to additional airports. Saab will furthermore establish an ATM centre of excellence in Australia to support Airservices Australia in its operations, paving the way for increased digitalisation and long-term development across the Australian aviation sector. Cecilia Larsson, head of Saab Air Traffic Management, said the company was transforming its product portfolio to meet the demands of the evolving digital landscape and looked forward to shaping this future in close collaboration with Airservices Australia. Airservices Australia is a government-owned organisation responsible for managing air traffic safely and efficiently across 11% of the world's airspace, as well as providing aviation rescue and fire-fighting services at the nation's busiest airports. It delivers world-leading tower and approach services to ensure the safe and orderly flow of aircraft through, into and out of Australian airspace.



© Saab



Jericoacoara Airport

© Fraport

Fraport Brasil S.A. Aeroporto de Fortaleza, a wholly owned subsidiary of **Fraport AG** and operator of **Fortaleza Airport**, has secured the concession to operate **Jericoacoara Airport** (JJD) in north-eastern Brazil. The win follows a public bidding process under the Brazilian government's AmpliAR programme, which aims to integrate regional airports into existing concession structures. Fraport Brasil plans to take over management of Jericoacoara Airport in the autumn of 2026, with the concession contract scheduled for signing in spring 2026, subject to final regulatory approvals. Once incorporated into the existing Fortaleza Airport concession, Jericoacoara Airport will be operated by Fraport Brasil for the remainder of the term, lasting until 2047. This development will see the company managing two airports in the state of Ceará, strengthening its operational presence in the region and consolidating its long-term commitment to the Brazilian aviation market. The concession covers the full operation of the passenger terminal and all associated landside and airside infrastructure, including retail areas and parking facilities. Fraport Brasil has committed to making significant upgrades to modernise the airport within the first three years of assuming control, enhancing both capacity and service quality. These improvements are intended to support the continued growth of passenger traffic and tourism in the wider region. Fraport CEO Dr Stefan Schulte commented: "We're pleased to expand our involvement in Brazil and work with our experienced team to help actively drive the development of Jericoacoara Airport and promote tourism in Ceará." Jericoacoara Airport handled approximately 212,000 passengers in 2024. The surrounding region is one of Brazil's most sought-after destinations, renowned for its expansive beaches, striking sand dunes, lagoons and one of the country's most recognisable national parks.

Willis Sustainable Fuels UK (WSF), a subsidiary of **Willis Lease Finance Corporation** (WLFC), and the **Green Finance Institute** (GFI), an independent adviser to governments and investors, have launched a sustainable aviation fuel (SAF) project accelerator. The initiative is designed to progress WSF's pioneering SAF project at Wilton International in Teesside to 'Final Investment Decision' and to create a repeatable model for financing new domestically produced transition projects. Since the start of 2025, the UK's SAF mandate has required increasing levels of SAF in the national jet fuel supply, reaching ten per cent in 2030 and 22 per cent in 2040. Under this mandate, the economic, energy-security and innovation benefits of expanding domestic SAF production are compelling. While the policy provides long-term demand certainty to accelerate SAF growth, the challenge remains in achieving bankability. WSF's Teesside project is one of the UK's most advanced second-generation SAF developments, using existing, proven technology to produce SAF from waste. Targeting 14,000 tonnes of production per year, the project is expected to support national energy security by reducing reliance on imported fuels and to create new green-industry jobs in the Northeast, converting mainly UK biomethane into next-generation jet fuel. It has been awarded £7.6 million through two rounds of the UK Government's Advanced Fuels Fund. Before committing capital in this emerging sector, financiers must address risks relating to technology performance, feedstock, and price or revenue certainty. Although the UK mandate offers strong long-term demand certainty, developers still need to bring together a complex mix of public and private de-risking tools to meet financing requirements. With a track record of mobilising £77 billion in committed capital to drive the transition and as a key adviser in shaping the UK's SAF mandate, GFI's SAF programme will focus on helping leading projects reach Final Investment Decision in 2026. The accelerator platform is designed to remove financing barriers and develop solutions that attract private-sector investment into pioneering projects. The initiative will prioritise developing innovative financing and de-risking strategies for SAF infrastructure, identifying regulatory and financial gaps that need to be addressed to enable advanced projects to reach Final Investment Decision and deliver volumes aligned with the UK mandate, and convening public- and private-sector market participants to create solutions that tackle bankability challenges. It will also work to establish a replicable model for turning policy ambition into built, investable clean-energy infrastructure as further UK projects aim to reach Final Investment Decision in the coming year. Dr Amy Ruddock, Director of Willis Sustainable Fuels, said the partnership with GFI represented a vital step in demonstrating the commercial viability of SAF projects in the UK, adding that together they aim to create a blueprint for financing solutions that will accelerate the transition to low-carbon aviation. (£1.00 = US\$1.33 at time of publication).



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OTHER NEWS

Safran has announced the creation of **Safran Tech UK**, the group's first Research and Technology (R&T) centre outside France. The move forms part of Safran's strategy to support its growing presence in the United Kingdom and marks the first step in the global expansion of its R&T activities. With a 90-year history in the country, strengthened through a series of acquisitions of leading companies, Safran significantly expanded its UK footprint following the integration of the actuation and flight control businesses acquired from **Collins Aerospace** in mid-2025. The group has now become the UK's third-largest civil aerospace player, employing more than 5,500 people across 14 sites and generating annual revenue of £1.5 billion (US\$2 billion). Safran's UK

operations now cover a wide range of products for civil and military aviation, including aircraft landing gear, seats, actuators and flight controls, nacelles, helicopter engines and electrical equipment. Its principal sites span the entire value chain, from research and technology, design and engineering to manufacturing, maintenance and MRO services. The establishment of Safran Tech UK reflects the group's ambition to harness the UK's dynamic innovation ecosystem to help address key industry challenges, most notably the decarbonisation of aviation, which represents 75% of Safran's R&T investment. Safran Tech UK will spearhead the development of new technologies in two strategic areas central to the group's UK activities: the electrification of propulsion and actuation systems for next-generation aircraft, and the advancement of high-performance composite materials.

INDUSTRY PEOPLE



Erno Hildén

- The Latvian airline airBaltic announces that, as of December 1, 2025, Erno Hildén has officially assumed his role as Chief Executive Officer. A Finnish national, Hildén brings more than 25 years of international experience across aviation and finance. Until June 2025, he served as Executive Vice President and Group Chief Financial Officer of SAS Scandinavian Airlines, where he played a key role in the carrier's transformation and capital-raising efforts. His career also includes senior positions at Saudi Arabian Airlines Group and Finnair Plc, where he held the posts of Group CFO, Chief Operating Officer and Executive Board member. With Hildén's appointment, Interim CEO Pauls Cālītis has now fully returned to his role as Chief Operating Officer and member of the Executive Board. Reflecting on his new position, Hildén said: "I am honoured to join the airBaltic team. Together with the Executive Board and our teams, I will focus on ensuring continuity, strengthening day-to-day operations, and supporting the airline's strategic development and long-term sustainability. airBaltic plays a vital role in the connectivity and economic development of the Baltic region, and I look forward to applying my extensive experience to support its next phase."



Paul Terstegge

- Paul Terstegge will become CEO of Transavia on February 1, 2026, taking over from Marcel de Nooijer. Currently serving as Executive Vice President Inflight Services at KLM, Terstegge brings extensive expertise spanning commercial leadership, operational management, and strategic development within the aviation sector. His appointment is

intended to strengthen Transavia's long-term direction as the airline prepares for an expanded European footprint and a more sustainable operational model. The leadership transition aligns with Transavia's ambition to pursue targeted growth, broaden its European network, and accelerate its shift towards quieter and cleaner aviation. Improving the passenger experience, safeguarding operational reliability, and sharpening the business model remain core objectives for the years ahead. Jenny Elissen, Chair of Transavia's Supervisory Board, commented: "We warmly welcome Paul to Transavia. His deep and extensive national and international experience will be essential in Transavia's next phase. His accessible leadership style fits well with our colleagues and aligns with the course we want to pursue and further shape in the coming years." Terstegge's background encompasses a wide range of senior roles within the Air France-KLM Group. He has held general management positions abroad, contributed to strategic initiatives in Paris, and served in various commercial functions. At KLM, he currently oversees one of the airline's major operational divisions, giving him substantial experience in managing complex service environments and large teams.



Sarah Flanagan

- AAR CORP. has announced that Sarah Flanagan has been named the company's interim Chief Financial Officer, effective December 11, 2025. Flanagan, currently AAR's Vice President, Financial Operations, will succeed Sean Gillen, who is departing the company to pursue an opportunity outside the aviation industry. Flanagan joined AAR in 2012 and has since held roles of increasing responsibility within the finance organisation, including serving as group chief financial officer for the company's largest business segment. Her financial stewardship has supported AAR's continued growth, and in 2017 she was appointed an officer of the

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company. Before joining AAR, she held a variety of FP&A, controller, and group CFO positions at Honeywell International, Inc., and began her career as an auditor with PwC. John M. Holmes, AAR's Chairman, President and CEO, said he wished to thank Sean Gillen for his many contributions as CFO over the past seven years. He explained that Gillen's experience had been instrumental in executing AAR's strategy to reposition and strengthen its portfolio, focusing on higher-growth, higher-margin businesses. Holmes added that the company wished Gillen every success in his new role. Holmes added, "We are fortunate to have a deep pool of talent at AAR, and Sarah brings extensive industry knowledge and broad experience across our global operations. Having worked closely with her throughout her 13 years at AAR, I am confident she will provide strong leadership for our finance organisation during this interim period."

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	

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
Engine stands now available	Now - Lease				



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