

Weekly Aviation Headline News

“ This seems to be the lowest point in the company’s history. Disruptions are hurting the brand image. ”
IndiGo executive



© IndiGo

Is India’s IndiGo too big to fail – recent mass flight cancellations reveal potential fragility?

India discovers the downside to operating a virtual duopoly for commercial carriers

To all intents and purposes, India operates a duopoly system when it comes to commercial airlines. This ‘duopoly’ involves IndiGo, which holds a 65% share of passengers carried, based on 88.7 million passengers carried between January and October this year, and Air India, which holds a 26.7% share based on the same period. The other notable ‘players’ include Akasa Air with a 5.1% share and Spicejet with a 2.5% share. The problems with this virtual duopoly appeared two weeks ago when chaos abounded and tens of thousands of passengers in India were left grounded as India’s largest carrier was forced to cancel over 2,000 flights. There were few, if any, other options available. It has been speculated that the reason for so many flight cancellations is that IndiGo had failed to effectively plan revised rosters for its pilots after new legislation had been introduced to limit the number of hours a pilot could work. IndiGo has said it hopes to return to normalcy in the coming days, but its troubles have drawn warnings from both politicians and aviation experts. The crisis has raised concerns about the risks of over reliance on a single carrier and whether the airline is really too big to

fail. In the meantime, the government has swiftly stepped in, relaxing rules on pilot fatigue management to ease the disruptions. According to Reuters news agency, IndiGo will call on external technical experts to help determine the root causes that led to mass-flight cancellations the previous week, the airline’s chairman said last Wednesday, adding that the company did not attempt to bypass new pilot rest and duty rules. IndiGo has repeatedly apologised but has not yet disclosed financial losses from the crisis. In his first public remarks since the disruptions two weeks ago week, IndiGo chair Vikram Singh Mehta added that the cancellations were a “blemish” on the airline’s clean record. “IndiGo’s size has grown to the point where operational setbacks pose systemic risk,” said Harsh Vardhan, chairman of Starair Consulting. If IndiGo or Air India get into “...trouble, there will be mayhem in Indian aviation ... the government needs to reduce jet fuel taxes and encourage more competition,” he added. Last Wednesday IndiGo confirmed that it has reduced its capacity and passenger unit revenue forecast for the third quarter, after the civil aviation regulator directed the carrier to cut 10% of its

domestic winter schedule following mass flight cancellations. The airline said it now expects its third-quarter capacity to grow in “high single to early double-digit percentage”, down from the earlier forecast of growth in “high teens.” One of the problems of a near duopoly is coverage as on many routes connecting smaller towns, IndiGo holds a monopoly. Unfortunately, despite government efforts to expand airports and simplify operations rules, few carriers have succeeded. High taxes, fierce competition and supply-chain snags have driven airlines like Kingfisher, Jet Airways and Go First into bankruptcy in recent years. Founded in 2006 by Indian businessmen Rakesh Gangwal and Rahul Bhatia, IndiGo has grown rapidly. It now has a fleet of more than 400 aircraft, mostly Airbus A320s, and serves close to 380,000 customers a day through its more than 2,000 daily flights. The airline is led by CEO Pieter Elbers, former chief of KLM Royal Dutch Airlines. “This seems to be the lowest point in the company’s history. Disruptions are hurting the brand image,” said an IndiGo executive, who declined to be identified due to the sensitivity of the matter.

**TRANSITIONING OUT OF 737NG OR A320 FLEETS?
FORECASTING ENGINE MAINTENANCE COSTS?**

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AIRCRAFT & ENGINE NEWS
Titan delivers first A330-200P2F to JD Airlines

Titan Aviation Leasing (Titan), the joint venture between Titan Aviation Holdings, Inc. — a subsidiary of Atlas Air Worldwide — and Bain Capital, has announced the delivery of an Airbus A330-200P2F aircraft (MSN 832) to JD Airlines, the cargo carrier of JD.com, China's largest retailer by revenue and a technology-led supply chain enterprise. This aircraft is the first of two A330 freighters that Titan will place with the airline under long-term operating leases. The delivery marks the beginning of a new commercial partnership between Titan and JD Airlines. MSN 832 increases JD Airlines' wide-body freighter capacity to support rising express and cross-border logistics demand fuelled by e-commerce growth across Asia. The aircraft strengthens JD Airlines' next phase of expansion and enhances JD Logistics' international network across the Asia-Pacific, Middle East and Europe. The A330-200P2F offers a payload of up to 61 tonnes and a range of up to 4,200 nautical miles, combining fuel efficiency, reliability, and operational flexibility. These characteristics make it well suited to both long-haul global routes and high-frequency regional operations. The aircraft will enable JD Airlines to scale its freight services within Asia and to major international markets, improving transit times and capacity for JD Logistics' customers. Titan's second A330-200P2F for JD Airlines is scheduled for delivery in the first half of 2026, with both aircraft to be managed by Titan.

AerFin acquires CFM56-5B PIP engines for teardown

AerFin has strengthened its aviation aftermarket portfolio through the acquisition of a package of CFM56-5B performance improvement package (PIP) engines from a major European operator. The engines, equipped with the latest hardware configuration, provide a valuable pipeline of material for global customers and enhance AerFin's technical capability in supporting newer-generation engine variants. Teardown activity is already progressing at AerFin's expanded engine facility in South Wales, where high-quality used serviceable material (USM) from the engines is being released to operators, lessors and MRO providers worldwide. The company's Chief Operating Officer, Simon Bayliss, noted that processing these advanced PIP engines at the Newport-based Indurent Park facility demonstrates the scale of AerFin's in-house development. He indicated that while the business has handled PIP material previously, the combination of more sophisticated configurations and expanded capacity now enables tighter control

Orders and deliveries – Boeing and Airbus
Airbus v Boeing: Orders and Deliveries

November 2025 YTD (net orders)

Type	Airbus		Boeing		
	Orders	Deliveries	Type	Orders	Deliveries
A220	35	76	737	405	402
A320 Family	420	510	767	15	28
A330	96	27	777	149	33
A350	149	44	787	339	74
Total	700	657	Total	908	537

Source: Airbus

Source: Boeing

HRA completes first ICBC deal with acquisition of 737 MAX 8s


© High Ridge Aviation

High Ridge Aviation has acquired two Boeing 737 MAX 8 aircraft (MSNs 43917 and 43918) from ICBC Aviation Leasing (ICBC), marking the successful completion of its first transaction with the lessor. The aircraft will remain on lease to Aerolíneas Argentinas, the national carrier of Argentina, supporting the airline's ongoing fleet requirements. Commenting on the acquisition, Greg Conlon, CEO of High Ridge Aviation, expressed his appreciation for the collaboration with ICBC and highlighted the company's commitment to delivering long-term value across the aviation sector. "We value the opportunity to complete this transaction with ICBC and are pleased to support the fleet requirements of Aerolíneas Argentinas," Conlon said. "Our team's depth of experience, combined with strong industry partnerships, enables us to consistently provide solutions that generate sustainable value for financiers, operators, and partners. We appreciate the confidence placed in High Ridge Aviation to deliver on that commitment." The acquisition reflects High Ridge Aviation's continued growth strategy and its focus on building a diversified, modern fleet in partnership with leading industry stakeholders. The company's ability to execute complex transactions reinforces its position as a trusted leasing platform for airlines and capital providers alike.

of inventory flows and more responsive support for customer requirements. With several teardowns completed and others progressing, a wide range of USM is already available. This includes material from AerFin's A320neo teardown programme

and an extensive inventory of B777-300ER components. Stock positioned across facilities in Newport, Gatwick, Miami and Singapore ensures customers rapid, reliable access to critical parts to support fleet operations.

AIRCRAFT & ENGINE NEWS

AerCap to lease two Airbus A321neos to My Freighter

AerCap has signed lease agreements for two new Airbus A321neo aircraft with My Freighter, the Uzbekistan-based cargo airline that also operates passenger services under the Centrum Air brand. The aircraft are scheduled for delivery in the fourth quarter of 2027 and will support the rapid expansion of Uzbekistan’s largest private airline. Peter Anderson, AerCap’s Chief Commercial Officer, welcomed the partnership, noting that My Freighter is AerCap’s first customer in Uzbekistan. He highlighted Tashkent’s emergence as an aviation hub connecting East and West, adding that the fuel-efficient, long-range A321neo will play a key role in the airline’s growth and market expansion. Centrum Holding Chairman and CEO, Abdulaziz Abdurakhmanov, said the addition of the A321neo aircraft strengthens the carrier’s operational capabilities ahead of its upcoming route launches to Europe. He emphasised that the aircraft’s range and efficiency will enhance passenger comfort and improve Uzbekistan’s connectivity to global markets. Centrum Air, established in January 2023 and operating under My Freighter’s Air Operator Certificate, has quickly become the largest private airline in Uzbekistan. Based in Tashkent, it operates an all-Airbus fleet serving destinations across Central Asia, the Middle East, Europe and China, via both scheduled and charter services. Its current fleet includes ten narrow-body aircraft and three wide-body A330s. The airline’s strategy focuses on expanding both its fleet and network while maintaining efficiency, flexibility and high service standards. The arrival of the A321neos marks a significant milestone in Centrum Air’s growth trajectory, supporting its ambition to enhance connectivity, enter new markets and strengthen its position as a prominent regional carrier.



Centrum Air Airbus A321neo

© AirTeamImages

Airbus wins first Australian order for the H160



Rendering of Linfox Airbus H160 helicopter

© Airbus

Airbus has won its first order for the H160 helicopter in Australia, with the privately owned logistics and supply chain company Linfox placing the purchase. The aircraft, destined for passenger transport missions across the country, represents Linfox’s first procurement from Airbus. The order follows a four-week demonstration tour in Australia, during which the H160 completed more than 60 flights and covered over 2,000 kilometres. The successful tour, and the subsequent commitment from Linfox, highlight the aircraft’s suitability for Australia’s diverse operational environments, as well as the region’s growing demand for next-generation rotary-wing capability. “We’re excited to take delivery of the Airbus H160. It is our first aircraft with Airbus, and we look forward to a long relationship with such a trusted company that has a proven record of performance, safety and reliability,” said Lindsay Fox, Founder, Linfox Group of Companies. The multi-mission H160 continues to gain momentum globally, supporting operations ranging from emergency medical services and rescue missions to private travel and offshore work. Powered by Safran Arrano engines, the H160 offers an 18% reduction in fuel burn and is certified to operate with a 50% blend of sustainable aviation fuel (SAF). With its reduced maintenance footprint and streamlined support architecture, the aircraft delivers high availability and cost-efficiency for operators across multiple sectors.

SMBC in new 737 MAX 9 agreement with United

Aircraft lessor SMBC Aviation Capital (SMBC) as announced agreements with United Airlines for the purchase and lease-back of twenty Boeing 737 MAX 9 aircraft scheduled for delivery in 2025 and 2026. The deal marks the third significant transaction between the two companies in recent years. It follows earlier agreements that included the lease of 20 Airbus A321neo aircraft from SMBC Aviation Capital’s orderbook, as well as a separate purchase-and-leaseback arrangement covering 20 Boeing 737 MAX 8 aircraft. United Airlines noted that the latest agreement aligns closely with its long-term fleet strategy. The airline’s Chief Financial Officer, Michael Leskinen, said the arrangement reflects a carefully structured approach designed to support ongoing fleet modernisation and enhance the customer experience. He added that United values its strong relationship with SMBC Aviation Capital and the lessor’s continued role in the evolution of the airline’s fleet.



© SMBC Aviation Capital

MRO & PRODUCTION NEWS

AAR extends global Arkwin agreement

AAR CORP. has signed a multi-year extension of its exclusive global distribution agreement with Arkwin Industries (Arkwin). The agreement encompasses Arkwin's extensive portfolio of actuation, valve and reservoir products used across a wide range of engine and airframe platforms in the commercial aviation aftermarket. Arkwin Industries serves as an industry leader in hydraulic technologies for aerospace and defence. The company designs, tests, manufactures and supports precision hydraulic and fuel system components for civil and military fixed-wing aircraft, helicopters, spacecraft, turbine engines and other specialised applications. With a proven track record of quality and reliability dating back to 1951, Arkwin operates from its headquarters in Bethpage, New York. "AAR is pleased to extend our relationship with Arkwin," said Frank Landrio, AAR's Senior Vice President of Distribution. "Given the rise in engine repair activity, we will continue to meet our customers' needs through our proven ability to deliver." "Our collaboration to provide reliable products, component exchange and kitting services, in-region stocking and warranty management has been a game changer for our global customers," added Omar Peele, Arkwin Industries' Vice President of Sales & Marketing.

CAAM and CRRG International Investment forge aviation aftermarket alliance

China Aviation Aftermarket Holdings (CAAM), an associate company of China Aircraft Leasing Group (CALC), has entered into a strategic cooperation agreement with China Resources Recycling Group International Investment (Shenzhen) (CRRG International Investment). The partnership focuses on the joint development of comprehensive solutions for the aviation aftermarket and marks CAAM's first collaboration with CRRG International Investment, laying the groundwork for a long-term strategic alliance. Under the agreement, the two companies will work together across several key areas, including bonded management of aircraft components, transparent aircraft acquisition processes and compliant parts sales. Through this cooperation, CAAM and CRRG aim to establish a full-cycle ecosystem covering the import, asset management, disassembly and recycling of retired aircraft. The integrated approach is designed to improve efficiency, enhance compliance and maximise the value of aircraft assets throughout their lifecycle. CRRG International Investment, will contribute its strengths in international trade, resource recycling and risk management compliance. By combining

Safran opens aerospace electrical systems hub in Singapore



The official opening of Safran Electrical & Power's new production and maintenance facility in Singapore © Safran

Safran Electrical & Power has officially inaugurated its new production and maintenance facility dedicated to aerospace electrical systems, located at the heart of Singapore's Seletar Aerospace Park. The opening ceremony was held in partnership with the Economic Development Board (EDB), JTC Corporation and the French Embassy in Singapore. The new plant, which employs 70 people, focuses on the manufacture and maintenance of power conversion and distribution equipment, as well as batteries for major customers including Airbus, Boeing and ATR, alongside leading airlines such as Singapore Airlines, Air China and Japan Airlines. The facility has now fully commenced operations, having secured approvals from key international aviation authorities: the Civil Aviation Authority of Singapore (CAAS), the European Union Aviation Safety Agency (EASA) and the Federal Aviation Administration (FAA). Its establishment strengthens Safran Electrical & Power's position as a significant contributor to the regional aerospace electrical sector. Bruno Bellanger, CEO of Safran Electrical & Power, commented: "I am very pleased to inaugurate this new industrial facility, which embodies our commitment to competitiveness, innovation and excellence. We chose Singapore because it is an essential hub both economically and industrially, and its attractiveness is reinforced by the government's constant and proactive support. This site allows us to be as close as possible to our local customers, providing them with cutting-edge electrical solutions and services." As part of its wider growth strategy, the company has transferred all electrical activities previously managed by Thales in Singapore to this new site, following their acquisition in October 2023. Safran has maintained a strong presence in Singapore for more than 45 years. With 900 employees across five production and maintenance facilities, the group is a major contributor to the local aerospace and defence industry, particularly in landing gear services, evacuation slide systems, on-board electronics and helicopter engine support.

these capabilities with CAAM's aviation asset expertise, the partnership seeks to accelerate the development of a circular economy model within the aviation sector, enabling the high-value reuse of retired aircraft and components. As a key element of the high-end manufacturing value chain, the recycling and reuse of aviation equipment plays an increasingly important role in industrial upgrading. It is also closely aligned with China's dual carbon objectives, supporting reductions in resource consumption and environmental impact while promoting

sustainable growth across the aerospace industry. CAAM operates as CALC's dedicated platform for managing mid-life, end-of-life and used aircraft assets and has, over time, successfully unlocked the residual value of retired aircraft through structured aftermarket solutions. This new partnership not only reinforces CAAM's position in the global aviation aftermarket but also creates a platform for broader cooperation, innovation and future market opportunities in aircraft asset management and recycling.

MRO & PRODUCTION NEWS

GKN Aerospace and Norwegian Catapult boost additive manufacturing in Norway



© GKN Material Solutions

GKN Aerospace Norway has signed a strategic agreement with Norwegian Catapult Manufacturing Technology (Norwegian Catapult) in Kongsberg to expand advanced additive manufacturing at GKN Aerospace’s engines facility in Kongsberg. The partnership aims to accelerate Norway’s industrial adoption of additive technologies, which significantly reduce material waste, shorten supply chains, and lessen environmental impact. By developing shared capabilities, the two organisations intend to create a national platform for advanced and sustainable additive manufacturing. This agreement marks the latest step in GKN Aerospace’s global expansion of additive manufacturing, following recent investments in Sweden and the United States. Working with Norwegian Catapult strengthens GKN Aerospace’s strategy to increase capacity, speed up innovation, and bring advanced manufacturing technologies closer to its customer base. It also supports Norway’s

ambition to become a leader in sustainable industrial development and next-generation production technologies. Sébastien Aknouche, Senior Vice President for Material Solutions at GKN Aerospace, highlighted the importance of the partnership, stating that additive manufacturing is central to the company’s vision for the future of aerospace. He emphasised that the collaboration would help fully industrialise additive technology and deliver sustainable, high-performance solutions more efficiently to customers. The agreement forms part of GKN Aerospace’s broader long-term strategy to grow its global additive manufacturing capability. This includes increased investment in advanced machinery, hardware, and industrial infrastructure. Additive manufacturing is a key pillar of the company’s technology roadmap, enabling innovative approaches to producing critical components for many of the world’s leading aerospace engines. By strengthening its centre of excellence in Kongsberg, GKN Aerospace aims to meet rising demand from engine manufacturers while enhancing its commitment to innovation and sustainability in next-generation engine production.

Rolls-Royce opens first Trent overhaul facility in mainland China

Rolls-Royce has officially opened Beijing Aero Engine Services Limited (BAESL), its new joint-venture MRO facility established with Air China. The launch significantly expands Rolls-Royce’s global MRO footprint and responds to the growing long-term demand for Trent engines as wide-body fleets continue to develop across Asia and worldwide. Located in the Chinese capital, BAESL is the first dedicated Trent engine overhaul facility in mainland China and a strategically important addition to the company’s international support network. Its opening represents a major step in Rolls-Royce’s plan to increase global wide-body engine maintenance capacity while offering more localised support to airlines in China and the broader Asia-Pacific region. At the opening ceremony, the Civil Aviation Administration of China granted BAESL its maintenance organisation certificate (MOC), formally confirming that the facility meets all regulatory requirements to perform high-quality overhaul services on Trent engines. This certification underscores BAESL’s readiness to deliver professional, reliable and efficient support to operators, ensuring engines are maintained to the highest technical standards. Equipped with advanced tooling, modern digital systems and a highly trained workforce, BAESL is designed to support growing regional and global requirements for Trent engine maintenance. Its capabilities will enhance operational efficiency for airlines, reduce turnaround times and strengthen the resilience of the Trent support network. The establishment of BAESL demonstrates Rolls-Royce’s commitment to long-term partnership, localisation and continued investment in one of the world’s fastest-growing aviation markets.



Rolls-Royce has officially opened Beijing Aero Engine Services Limited (BAESL), its new joint-venture MRO facility in China
© Rolls-Royce

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MRO & PRODUCTION NEWS

Delta TechOps secures first third-party LEAP-1B maintenance contract



Delta TechOps will service LEAP-1B engines powering Korean Air's Boeing 737 MAX fleet © Delta TechOps

Delta TechOps has secured its first third-party LEAP-1B maintenance contract for the engines powering Korean Air's Boeing 737 MAX fleet. The agreement marks an important achievement, reinforcing Delta TechOps' position as a leading provider of advanced MRO solutions. "We have great confidence in Delta TechOps' world-class technical expertise and maintenance quality, and we expect this agreement to further enhance our collaboration across the full spectrum of MRO," said Jongseok Yoo, EVP and Chief Safety and Operating Officer at Korean Air. "This LEAP-1B engine agreement is a testament to our mutual focus on achieving the highest standards of operational assurance for our next-generation fleet." The rapid expansion of LEAP-1B-powered fleets is creating a

rising demand for sophisticated maintenance solutions, and Delta TechOps is well positioned to support operators across the globe. "As airlines transition to next-generation aircraft, the need for advanced engine maintenance is surging," said Alain Bellemare, EVP – President of International and Chairman – Delta MRO. "Delta TechOps' LEAP-1B expertise demonstrates our ability to meet this demand with unmatched proficiency — setting the standard for technical mastery and innovation in the global MRO industry." This new contract strengthens the long-standing maintenance relationship between Delta TechOps and Korean Air. The organisation has previously provided CF6 engine support for Asiana Airlines, a Korean Air subsidiary, further underscoring its capability to deliver high-quality, reliable MRO services for leading international carriers.

New xCelle Asia venture strengthens APAC nacelle support network

AAR CORP. and Air France Industries KLM Engineering & Maintenance (AFI KLM E&M) have confirmed the completion of the formation of xCelle Asia, following the receipt of regulatory approval. The joint venture, previously announced and now fully established in Chonburi, Thailand, will focus on overhauling nacelles for new-generation aircraft. The companies indicated that the new venture builds on the success of their existing collaboration in the Americas. According to AAR representatives, xCelle Asia is intended to provide a superior level of service and support for operators in the Asia-Pacific region. The facility is licensed by several original equipment



Leaders from AAR, Air France KLM E&M, and xCelle Asia gather for a signing ceremony in Chonburi, Thailand, on December 10, 2025 © AAR

manufacturers and is equipped to carry out nacelle maintenance, repair and overhaul services. This includes on-wing and on-site inspections, as well as rotatable support for next-generation nacelles used on GENx, Trent 1000 and LEAP-1A/1B engine types, with further aircraft and engine applications expected in due course. AAR signalled that the establishment of the joint venture materially expands its service portfolio within the region, enhancing its capacity to deliver high-quality, industry-leading solutions. The company noted that it aims to replicate the strong performance of its Americas operation by combining the capabilities of its Thailand-based Component Services team with AFI KLM E&M's global maintenance network. AFI KLM E&M characterised the creation of xCelle Asia as a significant reinforcement of its worldwide MRO footprint. The organisation suggested that extending nacelle capabilities into the Asia-Pacific market will allow it to offer next-generation support closer to regional customers. It also emphasised that the venture aligns with broader commitments to innovation, sustainability and operational excellence, positioning the partners to serve one of the most dynamic aviation markets in the world.

AFI KLM E&M to support French AWACS fleet



AWACS aircraft © Shutterstock

Air France Industries KLM Engineering & Maintenance (AFI KLM E&M) and the Direction de la Maintenance Aéronautique (DMAé) have signed a comprehensive support agreement covering the French Air and Space Force's fleet of four Airborne Warning and Control System (AWACS) aircraft. The contract encompasses aircraft and combat systems engineering, logistical support at the operating base, and major scheduled maintenance visits to be performed at AFI KLM E&M's facilities. Structured as an integrated performance-based agreement, the contract places responsibility for availability with AFI KLM E&M, ensuring guaranteed operational readiness for the fleet. Through this long-term industrial partnership, the French armed forces will benefit from sustained, end-to-end support over the next ten years. The agreement is expected to underpin operations of the AWACS fleet until its planned withdrawal from service in 2035, providing continu-

ity, technical expertise and predictable performance for this strategically important capability. The contract was formally announced on 25 November at the DMAé's premises in Paris, in the presence of Lieutenant General Marc Howyan (Armament Corps), Director of the DMAé, and Anne Brachet, Executive Vice President of Air France–KLM Engineering & Maintenance. "This contract marks an important milestone in our long-standing collaboration with AFI KLM E&M," said Lieutenant General Marc Howyan. "The combined expertise of the AFI KLM E&M and DMAé teams has consistently delivered the highest levels of performance for the benefit of the Air and Space Force, enabling excellent aircraft availability despite the fleet having been in service for more than thirty years." The agreement reflects the continued confidence of the French Ministry of Armed Forces in AFI KLM E&M's ability to support complex military platforms and sustain critical operational capabilities over extended service lives.

MRO & PRODUCTION NEWS

GA Telesis secures long-term landing gear deal

GA Telesis (GAT) has signed a multi-year agreement with a major international cargo airline to provide landing gear overhaul and exchange services through its MRO Services Landing Gear (LGS) division. Under the terms of the agreement, GA Telesis MRO Services Group will deliver comprehensive landing gear MRO support for a defined wide-body aircraft fleet operated by the carrier. The long-term partnership further strengthens GA Telesis' position as a trusted provider of landing gear solutions and expands its growing portfolio of multi-year agreements with leading operators worldwide. The contract reflects increasing demand among cargo carriers for reliable, end-to-end landing gear support that combines technical depth, predictable turnaround times and global operational coverage. By selecting GA Telesis, the airline gains access to fully integrated services designed to minimise downtime, support fleet availability and ensure consistent performance across its network. All work will be performed at GA Telesis' Landing Gear Services facility in Miami, which is recognised globally for its technical expertise, rapid turnaround capability and comprehensive in-house operations. The facility supports a broad range of wide-body platforms and benefits from close integration with GA Telesis' wider MRO Services Group. In addition, the agreement includes real-time operational support for Aircraft on Ground (AOG) events via GA Telesis' dedicated TIGER TEAM® service. This ensures immediate responsiveness and expert intervention when unplanned situations arise, helping the airline maintain schedule integrity and operational continuity when it matters most.



GA Telesis wins long-term landing gear contract

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FINANCIAL NEWS

PAG assumes ownership of H.E.R.O.S.



PAG has acquired H.E.R.O.S. Inc., a premier Rolls-Royce M250/RR300 engine MRO specialist © PAG

Precision Aviation Group, Inc. (PAG), a global provider of MRO services and value-added supply chain solutions for the aerospace and defence sectors, has announced its acquisition of H.E.R.O.S. Inc., a premier Rolls-Royce M250/RR300 engine MRO specialist based in Chandler, Arizona. Established in 1988, H.E.R.O.S. has built a strong reputation for its expertise in the M250 and RR300 engine platforms, offering comprehensive MRO services for engines, related accessories and key components. The company is widely recognised for its technical capability, long-standing industry relationships and consistent support for domestic and international operators. Its purpose-built facility features advanced tooling, a fully equipped test cell and a broad capability set tailored to the requirements of Rolls-Royce engine maintenance. David Mast, President and CEO of PAG, described the acquisition as a highly strategic milestone for the organisation. He emphasised that integrating H.E.R.O.S. into the PAG group enhances the company's ability to support customers by expanding its geographic presence and increasing its dedicated M250/RR300

support footprint to more than 80,000 ft². Mast also highlighted H.E.R.O.S.'s reputation for excellence, strong customer focus and experienced team, noting that these qualities make the company an ideal addition to PAG's global operations. "We are thrilled to welcome Heros, Raffi, Blake and the entire H.E.R.O.S. team to PAG," Mast said. "Their expertise and commitment to customers align perfectly with our mission, and this acquisition strengthens our position as a leading provider of Rolls-Royce M250 and RR300 engine support worldwide." The acquisition marks a further step in PAG's strategy to broaden its specialised MRO capabilities and reinforce its leadership in the global aerospace support market.

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FINANCIAL NEWS

Pegasus Airlines acquires Czech Airlines and Smartwings in bold European expansion



Pegasus Airlines CEO Güliz Öztürk © Pegasus Airlines

Pegasus Airlines has taken a significant step towards its international growth ambitions with an agreement to acquire Czech Airlines—one of the world’s oldest airline brands—and its subsidiary Smartwings, the leisure carrier based in the Czech Republic. This strategic investment is designed to strengthen Pegasus Airlines’ presence in Europe and support its ongoing global expansion. The total transaction value is €154 million (US\$180 million), covering both companies and related receivables. Completion of the transaction remains subject to mandatory regulatory approvals and other transfer conditions. Founded in 1990, Pegasus Airlines has spent more than two decades making air travel accessible to millions through its low-cost business model. Today, it serves 158 destinations across 55 countries, operating one of the world’s youngest and most fuel-efficient fleets. Smartwings—the Czech Republic’s largest carrier—operates under the Smartwings and Czech Airlines brands and is regarded as one of the most established airline groups in Central and Eastern Europe. The airline is distinguished by its network of 80 destinations in 20 countries, strong partnerships with tour operators, and its prominent position in the region’s leisure travel market. Commenting on the acquisition, Pegasus Airlines CEO Güliz Öztürk said: “At Pegasus Airlines, we set out in 2005 with a bold ambition—to make air travel accessible to everyone. Since then, we’ve expanded our fleet from 14 to 127 aircraft, becoming one of the world’s most efficient and profitable airlines. Now, by joining forces with Czech Airlines and Smartwings, which have a combined fleet of 47 aircraft, we’re opening a new chapter in our growth journey. A shared vision has emerged with the management of Czech Airlines and Smartwings: together, we aim to spread our wings across Europe with two distinctive brands—Smartwings and Pegasus Airlines. This integration is not merely about growth, but about creating resilient, technology-driven companies that put safety at the core of operations and are prepared to deliver easy, personalised, and efficient travel experiences. We look forward to shaping this future together. Today, I can confidently say—we didn’t start aviation in Türkiye, but we transformed it—and now we’re ready to take the next step in our growth story. Together with Czech Airlines and Smartwings, we share one vision: as Pegasus Airlines and

Smartwings operating under two distinct brands, we will continue spreading our wings across the world.” Through this acquisition, Pegasus Airlines aims to unite the experience and resources of both carriers to create a future-ready organisation offering passengers a wider network and affordable fares. Following the transaction, both airlines will draw on shared expertise and build on each other’s strengths. The shareholders of Czech Airlines and the founders of Smartwings announced that, after nearly twenty-seven years dedicated to building and developing the airlines, they have made the strategic decision to transfer ownership to Pegasus Airlines—a strong European carrier with the capability to further expand and strengthen the group’s operations.

Boeing and Airbus seal Spirit AeroSystems breakup in major industry realignment

Boeing has completed its acquisition of Spirit AeroSystems, bringing in house all of Spirit’s Boeing-related commercial work, including 737 fuselages and major structural assemblies for the 767, 777 and 787 Dreamliner. The purchase also covers commercially procured fuselages for the P-8 maritime patrol aircraft and the KC-46 tanker. By absorbing its largest spare-parts supplier, Boeing strengthens its global maintenance, repair and overhaul capability and expands its rotatable, leasing and exchange portfolio through Spirit’s aftermarket operations. Spirit Defense will continue as an independent supplier to the defence sector, operating as a non-integrated subsidiary of Boeing Defense, Space & Security. It will retain its own governance and day-to-day operations while being aligned with Boeing for financial reporting and selected enterprise functions. Boeing has also acquired elements of Spirit’s Belfast operations in Northern Ireland, which will trade as Short Brothers, a Boeing Company. Spirit’s commercial and aftermarket sites in Wichita, Kansas; Dallas, Texas; Tulsa, Oklahoma; and its Aerospace Innovation Centre in Prestwick, Scotland, will now begin integration into Boeing, bringing around 15,000 employees into the company. In a parallel transaction, Airbus has taken ownership of Spirit AeroSystems assets supporting its commercial programmes. The former Spirit sites at Kinston, North Carolina, and Saint-Nazaire, France, both producing A350 fuselage sections, now operate as Airbus AeroSystems Kinston and Airbus Atlantic Cadréan respectively. The Casablanca facility in Morocco, responsible for A321 and A220 components, becomes Airbus Atlantic Maroc Aero. Airbus has also assumed control of A220 wing and mid-fuselage production in Belfast, which now forms Airbus Belfast, while wing-component production for the A320 and A350 in Prestwick is being folded into a new affiliate, Prestwick AeroSystems. Production of A220 pylons will be transferred from Wichita to Airbus’s Saint-Eloi site in Toulouse. Airbus will receive US\$439 million in compensation, subject to standard post-closing adjustments, along with additional amounts to settle liabilities under the purchase agreements.



The deal is sealed- Boeing and Airbus have closed the acquisition of Spirit AeroSystems © Boeing

The deal is sealed- Boeing and Airbus have closed the acquisition of Spirit AeroSystems © Boeing

FINANCIAL NEWS

easyJet to take over Adria Tehnika maintenance facility in Slovenia

easyJet, one of Europe's largest airlines, has agreed to acquire the Adria Tehnika maintenance facility in Slovenia, further strengthening its in-house engineering capabilities. The five-bay heavy maintenance site at Brnik has supported easyJet's Airbus fleet for several years, and the airline now plans to invest in the facility for the long term. The acquisition remains subject to regulatory approval and is expected to complete in early 2026. Adria Tehnika will continue to operate from Slovenia under the leadership of Chief Executive Officer Barbara Perko Brvar. The move marks another milestone in easyJet's strategy to bring more of its base maintenance operations in house. Over the past 18 months, the airline has significantly expanded its internal engineering footprint, including the acquisition of SR Technics' heavy maintenance operation in Malta. Integrating Adria Tehnika into the easyJet Group forms a key part of this ongoing consolidation and capability expansion. easyJet operates a fleet of more than 350 Airbus A320-family aircraft, flying over 1,000 routes to more than 160 airports across 35 countries. The airline currently serves Ljubljana from London Gatwick, carrying 63,000 passengers on the route last summer—an increase of 15% on the previous year. Flights between Ljubljana and Manchester began last November, with a new Edinburgh service launching on April 4, 2026, for the upcoming summer season.



easyJet has agreed to acquire the Adria Tehnika maintenance facility in Slovenia © easyJet

Safran to sell SPI division to Kingswood



Safran to sell SPI, the group's division specialising in in-flight entertainment and connectivity solutions, to Kingswood © Shutterstock

Safran has announced that it has signed a definitive agreement with Kingswood Capital Management (Kingswood) for the sale of Safran Passenger Innovations (SPI), the group's division specialising in in-flight entertainment and connectivity solutions. The agreement marks a significant strategic step for Safran as it continues to refine its portfolio and focus on core activities. SPI is regarded as one of the global leaders in its field. The division generates annual revenue of approximately US\$460 million and employs around 740 staff across three main locations: two facilities in the United States and one in Germany. Its portfolio includes advanced, connected in-flight entertainment systems that are increasingly central to the overall passenger experience. Kingswood is expected to use its capital resources, operational expertise and industry network to support SPI's continued growth. The firm has indicated that it intends to accelerate the development of next-generation, connected entertainment and digital solutions, an area that has become critical as airlines worldwide place greater emphasis on enhancing onboard experience and differentiating their service offerings in a

competitive market. The transaction remains subject to regulatory approvals and other customary closing conditions for a sale of this nature. Both parties anticipate that completion will take place by the end of the first quarter of 2026, pending confirmation that all relevant requirements have been met. Safran stated that the agreement reflects its strategic intention to streamline its activities and focus investment on priority areas, while Kingswood views the acquisition as an opportunity to expand its footprint in the aviation technology sector. The transition is expected to ensure continuity for SPI's workforce and customers, while creating a platform for long-term product innovation and commercial expansion.

MILITARY AND DEFENCE

France commissions Airbus to advance defence systems with AI integration

The French Defence Procurement Agency (DGA) has awarded Airbus Defence and Space a framework contract valued at up to €50 million (US\$58.5 million) to integrate artificial intelligence (AI) components into the weapons, information, communication and cybersecurity systems used by the French armed forces. This multi-year initiative reinforces France's ambition to strengthen technological sovereignty and accelerate the adoption of advanced AI capabilities across its defence infrastructure. The contract extends to information systems delivered by both Airbus Defence and Space and Airbus Helicopters. Under this framework, Airbus and the DGA are working closely with the Ministerial Agency for Defence AI (AMIAD), established in May 2024 to ensure that France develops and maintains full mastery of key AI technologies, reducing reliance on external suppliers. The agreement forms a central pillar of France's ministerial strategy on artificial intelligence for defence, which aims to secure national autonomy in this domain and expand the operational use of AI in military environments. The first phase of work will focus on enhancing Spationav, France's maritime surveillance system. New AI-enabled functions will allow the automated fusion of surveillance data derived from satellite systems and Spationav's existing sensors, significantly improving situational awareness and response capabilities across maritime security missions. Beyond maritime operations, a wide range of additional applications is under study or in early-stage development. These include intelligence analysis, cybersecurity resilience and network optimisation, such as real-time decision support to manage and improve the performance of military telecommunications networks. As the volume and diversity of data from satellites, radars, drones, smartphones and social platforms continues to surge, AI is increasingly essential for processing information at the required speed and scale. The objective is twofold: to free personnel from time-consuming analytical tasks and to enable missions that would be impossible for humans to execute alone due to urgency or the sheer volume of data involved. A further strategic priority is ensuring the secure storage, archiving and structuring of the data that powers AI systems, supported by robust and purpose-designed digital infrastructure.



© Airbus Defence and Space

MILITARY AND DEFENCE

General Atomics showcases Gambit-series UCAV concept



General Atomics showcased its Gambit-series unmanned combat aircraft in Germany

© General Atomics

General Atomics Europe (GA-Europe) and General Atomics Aeronautical Systems, Inc. (GA-ASI) have unveiled their concept for a European variant of the Gambit-series unmanned combat aircraft (UCAV) during an industry preview at Oberpfaffenhofen Special Airport. The concept pairs a flight-proven GA-ASI platform with a European mission system, offering a credible, low-risk technological pathway to deliver unmanned combat air capabilities for European armed forces. Representatives from leading German and European defence companies – including specialists in sensors, artificial intelligence, mission systems, software, datalinks, and systems integration – received an initial briefing on system architecture, integration options, and prospective industrial contributions to a European Collaborative Combat Aircraft (CCA). The event reflected the growing European demand for scalable, interoperable,

and mission-ready CCA/UCAV solutions. Under the U.S. Air Force’s Collaborative Combat Aircraft Programme Increment 1, GA-ASI has developed an initial derivative of the Gambit series that is already undergoing flight testing as the YFQ-42A. Featuring a low-observable design and an internal weapons bay, the semi-autonomous aircraft is suited to both air-to-air and air-to-ground missions. Its autonomy core has been trained for more than five years using GA-ASI’s jet-powered MQ-20 Avenger, giving the system a considerable operational head start and a high degree of maturity within its class. The preview also highlighted the integration potential at Oberpfaffenhofen, home to General Atomics AeroTec Systems. With its established infrastructure and deep expertise in aircraft modification, integration, and testing, the site is well positioned to support the complex technical work required for a European CCA programme.

Boeing delivers first B-52 test aircraft with new radar

Boeing has delivered the first flight test aircraft under the B-52 Radar Modernisation Programme (RMP) to the United States Air Force. The aircraft will undergo flight testing with the 412th Test Wing at Edwards Air Force Base in California, marking a major milestone in the long-term upgrade of the B-52 fleet. The test aircraft is equipped with the new APQ-188 active electronically scanned array (AESA) radar, a highly advanced system comparable to those used on modern fighter aircraft. The radar provides significantly enhanced detection, tracking and situational awareness capabilities, ensuring the B-52 remains effective against evolving threats. The RMP is a core element of the B-52’s wider modernisation strategy, designed to sustain the aircraft’s global strike role through to 2050 and beyond. Flight testing at Edwards AFB follows successful ground integration



The first B-52 with an upgraded radar has successfully ferried to Edwards Air Force Base

© Boeing

and initial system functional checks carried out at Boeing’s San Antonio facility, where the radar and associated systems were installed and validated. Data collected during the flight test campaign will be used to refine the system during subsequent developmental test phases. These results will also support the planned retrofit of the radar upgrade across the U.S. Air Force’s operational fleet of 76 B-52 aircraft. Beyond the radar itself, the RMP introduces a suite of mission system enhancements. These include two Display and System Sensor Processors acting as mission computers to fully integrate the radar with existing B-52 systems. The cockpit is upgraded with two large 8 x 20-inch high-definition touchscreens at the navigator and radar navigator stations, enabling radar imagery, system control and legacy display functions. Two fighter-style hand controllers provide intuitive radar operation. The modernised system also incorporates upgraded thermal management, including liquid cooling for the radar and engine bleed-air heating to ensure reliable performance in extreme cold conditions.

MILITARY AND DEFENCE

Greece inks follow-on NH90 support deal



NH90 helicopter

© Airbus

NH Industries (NHI) and the Hellenic Ministry of National Defence have signed a follow-on support contract for Greece's NH90 helicopter fleet, reinforcing the long-term operational readiness of this critical military capability. Valued at €50 million (US\$58.5 million), the agreement establishes a comprehensive support ecosystem designed to significantly improve fleet availability over the next five years. Under the terms of the contract, NHI will provide spare parts, maintenance and associated support services for the Greek NH90 fleet. The structured, multi-year approach is intended to enhance predictability, reduce downtime and ensure sustained operational performance, enabling the Hellenic Armed Forces to maximise the value of their NH90 investment. The NH90 Tactical Transport Helicopter (TTH) is a highly capable, multi-role military platform designed to operate in the most demanding environments. Its spacious and adaptable cabin can be rapidly reconfigured to meet diverse mission requirements,

including the transport of up to 20 fully equipped troops, the installation of 12 MEDEVAC stretchers, or the carriage of internal cargo via a full-width rear ramp. Technologically, the NH90 TTH sets industry benchmarks. It was the first production helicopter to feature a 100% fly-by-wire flight control system, delivering superior handling qualities and enhanced safety. The helicopter's fully composite airframe provides exceptional strength, corrosion resistance and reduced maintenance demands, while its advanced avionics suite ensures full mission capability by day or night and in adverse weather conditions. Thanks to its versatility and interoperability, the NH90 TTH is the platform of choice for armed forces seeking a single helicopter type capable of performing troop transport, special operations, combat search and rescue and general utility missions. Globally, more than 530 NH90 helicopters have been delivered to military operators, collectively accumulating in excess of 500,000 flight hours, underscoring the maturity and operational credibility of the programme.

OTHER NEWS

Baines Simmons, a well-established provider of global aviation safety consulting and training, has announced the launch of a Continuing Airworthiness Management Organisation (CAMO) within its operations group. This development positions Baines Simmons as a single, fully integrated provider of regulatory consulting, specialist training and advanced, digitally enabled CAMO services—delivering operational excellence, improved reliability and measurable safety performance across the entire aircraft lifecycle. The organisation's CAMO services will be available to operators across business aviation, commercial aviation, special missions and defence, supporting owners, operators and lessors of both fixed-wing and rotary fleets. From complex airline operations and specialised government or emergency-response missions to high-value corporate aircraft, Baines Simmons will provide tailored airworthiness strategies aligned to the regulatory and operational requirements of each segment.



© Baines Simmons

Baines Simmons' CAMO will deliver an end-to-end airworthiness solution encompassing regulatory compliance, enhanced CAMO performance, safety management, human factors and organisational resilience. These services are underpinned by experienced industry specialists and proven governance frameworks. By leveraging modern software to optimise maintenance programmes, fleet planning and support, technical services and aircraft and asset management, operators and aircraft owners will gain traceable, data-driven insights that enable continuous improvement in reliability and safety, along with real-time visibility of aircraft status. "Launching a CAMO service is about strengthening outcomes for our clients," said Sandra Hill, Operations Director at Baines Simmons. "With the addition of our own CAMO, Baines Simmons will maintain its focus on individual aircraft performance and always safeguard owners' and operators' interests, upholding the high standards of compliance and safety our clients expect." The CAMO offering combines deep technical expertise with advanced AI-driven analytics using industry-leading aviation software, enabling operators to achieve measurable results with reduced operating costs and less aircraft downtime. By harnessing the capabilities of Tech Logs and airworthiness management software, customers will benefit from unparalleled aircraft-status insights backed by airline-level safety, superior reliability and cost-effective support options.

OTHER NEWS

The **Lufthansa Group** has introduced a refreshed visual identity designed to underscore the organisation’s collective strength. For customers, service offerings will be consolidated under the Group brand, making them more immediately identifiable. Dieter Vranckx, Chief Commercial Officer, Lufthansa Group, stated: “The Lufthansa Group is evolving from a group of airlines into an integrated airline group. The new brand identity is therefore more than just a redesign; it is a strategic milestone. In a challenging environment, this step creates a visual anchor of trust for our customers. A visual identity in aviation must do much more than simply create an eye-catching appearance. It reflects our strategic brand values and a promise we want to make to our passengers across all our brands. The new brand identity enables a holistic brand experience, provides orientation, and strengthens identification with the Lufthansa Group.” The new identity is characterised by the iconic crane, which will now appear without the surrounding circle when representing the Group. It is complemented by a new typeface and a broadened colour palette incorporating six additional tones. These colours symbolise varying heights from ground level to the sky, reflecting the Group’s wide-ranging operations. While the airlines within the Lufthansa Group will retain their individual brands, they will sit more prominently beneath the strengthened Group umbrella. The endorsement “Member of Lufthansa Group,” already visible on digital boarding passes, websites, and 160 aircraft, signals the unity of the Group’s carriers. This designation will appear on all Group-operated aircraft and, from next year, will also be visible at lounge entrances worldwide, following initial rollouts in Rome, Milan, and Brussels. It will further feature on airport materials such as baggage tags and on-board items. The Lufthansa Group ranks as the world’s fourth-largest airline group by revenue and fleet size. Its portfolio encompasses five national airlines, additional leisure-focused carriers, **Lufthansa Cargo**, **Lufthansa Technik**, and more than 300 subsidiaries and affiliated companies.



New logo of the Lufthansa Group

© Lufthansa



Pedro Bermudo Cruz (l), Michael Hoppe (m), Thomas Sergnese (r)

Value Group, a leading specialist in comprehensive passenger services for the aviation sector, has joined the **Board of Airline Representatives in Germany (BARIG)** as a business partner. The partnership brings together two organisations with a shared focus on improving passenger handling, particularly during irregular operations caused by weather disruption, industrial action, or other exceptional circumstances. When flight operations are disrupted, airlines require fast, flexible and professionally coordinated support to minimise inconvenience and help passengers continue their journeys with as little friction as possible. This is where Value Group’s expertise is most in demand, delivering scalable solutions that combine technology, operational experience and on-the-ground assistance. “Exceptional circumstances in air transport call for flexible and dependable solutions,” said Michael Hoppe, BARIG Chairman and Executive Director. “With Value Group, we are welcoming a service provider with more than 20 years of proven expertise in this field. As a BARIG business partner, they contribute valuable know-how that helps to optimise passenger processes and strengthen industry collaboration.”

Thomas Sergnese, CEO and CCO of Value Group, welcomed the cooperation. “We are delighted to begin this partnership with BARIG. Together, we aim to further enhance the passenger journey through our Artificial Human Intelligence approach, which combines advanced technology with human expertise. Our latest digital solutions enable passengers to independently select accommodation and ground transportation during disruptions, while airlines retain full real-time visibility and operational control. At the same time, our in-person airport assistance ensures the human presence that remains essential during sensitive moments of the travel experience.” Founded in Italy in 2001, Value Group today delivers services at more than 300 airports across Europe, supported by a network of over 11,500 service providers. The company also operates its own in-person assistance services in several key markets, including Spain, France, the Netherlands and the United Kingdom.

IBA, the aviation market intelligence and advisory company, reports that North America is currently the only global region on track to meet the International Civil Aviation Organisation’s (ICAO) cleaner-energy goal for 2030: a 5% reduction in CO₂ emissions from international aviation through the use of sustainable aviation fuel (SAF) and other clean-energy sources. All other regions, including **Europe**, **Asia Pacific**, **Latin America**, **Africa** and the **Middle East**, are forecast to fall short of the 5% CO₂ reduction target unless substantial additional SAF capacity

is developed. IBA calculated these figures by combining ICAO’s latest SAF production capacity data with its own independent global fuel demand forecasts to assess whether each region is developing sufficient supply to remain aligned with a credible long-term decarbonisation pathway. The analysis shows that North America’s existing SAF capacity is slightly below the level required for 2030, but when including facilities currently under construction, the region’s capacity meets and slightly exceeds ICAO’s notional requirement. This reflects



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OTHER NEWS

the impact of sustained policy support in the United States, including the federal SAF Grand Challenge, tax credits under the Inflation Reduction Act, and state-level measures such as the Low Carbon Fuel Standard, which together have helped unlock financing for a diverse range of SAF technologies. In contrast, Europe, despite a comparatively strong project pipeline, remains below the capacity needed to achieve ICAO's 5% benchmark. Although the ReFuelEU Aviation Regulation sets progressively rising SAF blend levels from 2025, stringent sustainability criteria and high production costs continue to limit supply growth. However, IBA notes that the European Commission's newly announced Sustainable Transport Investment Plan aims

to address this shortfall by mobilising around €100 billion (US\$117 billion) across aviation and shipping to accelerate the deployment of renewable and low-carbon fuels. Regions including Latin America, Africa and the Middle East remain significantly behind the required levels, reflecting limited operational capacity and fewer advanced projects under development. IBA highlights that, for these regions to meet their long-term climate goals, rapid acceleration in investment and enabling policy frameworks will be necessary. Globally, SAF facilities that are operational or under construction currently represent around 4.5% of global jet fuel supply in 2025, underscoring the substantial scale-up required as the sector works towards ICAO's 2030 milestone and the broader 2050 net-zero commitments.

INDUSTRY PEOPLE



Hamad Ali Al-Khater

- Qatar Airways Group has announced the appointment of **Hamad Ali Al-Khater** as its new Group Chief Executive Officer, effective Sunday, December 7, 2025. Al-Khater succeeds

Engr. Badr Mohammed Al-Meer. Al-Khater joins Qatar Airways Group from Hamad International Airport, where he served as Chief Operating Officer. In that capacity, he oversaw the safety and reliability of airport operations, led strategic direction, championed operational excellence, guided major infrastructure expansion, and drove the continual enhancement of the passenger experience. Before his tenure at Hamad International Airport, Al-Khater held senior positions at Qatar-Energy, focusing on business development, deal execution, and the leadership of large-scale strategic and operational initiatives.



Kevin Carillon

- CTS Engines has appointed **Kevin Carillon** as Chief Operating Officer (COO). With more than 25 years of global aerospace leadership experience, Carillon brings extensive exper-

tise in manufacturing, assembly, testing and mature engine operations, further strengthening CTS Engines' growth and commitment to operational excellence. He joins CTS following a distinguished career at Pratt & Whitney, where he led high-performance operations in the

United States, Germany and Singapore. His background includes oversight of large-scale manufacturing centres, OEM and MRO production, industrial planning for mature engine programmes and the successful delivery of major operational transformations. Over the course of his career, he has managed organisations of more than 1,100 employees while driving measurable improvements in safety, quality, output and financial performance. His international experience includes serving as Operations General Manager at Eagle Services Asia, a joint venture between Pratt & Whitney and Singapore Airlines Engineering Company. In his new role as COO, Carillon will oversee all operational functions, including production, testing, quality, safety, engineering and continuous improvement initiatives. He will be responsible for enhancing throughput, optimising processes and ensuring best-in-class support for CTS Engines' global engine MRO customers. Carillon holds a Bachelor of Science in Mechanical Engineering from the University of Massachusetts and a Master of Science in Management, specialising in Operations Management, from Rensselaer Polytechnic Institute. He has also completed executive leadership programmes through RTX, INSEAD and the University of Virginia.



Marcus Schnabel

- The Board of Directors of SunExpress, the joint venture between Turkish Airlines and Lufthansa, has appointed **Marcus Schnabel** as its next Chief Executive Officer, effective February 1, 2026. He will take over from **Max Kownatzki**, who is set to become CEO of Eurowings. Schnabel joins SunExpress from the Lufthansa

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Group, where since 2024 he has overseen Ground Operations at the Munich hub and served as Deputy Hub Manager. During his tenure, he led a comprehensive turnaround programme at one of Lufthansa's largest hubs, aimed at strengthening operational performance and improving customer satisfaction. Kownatzki, who has served as CEO of SunExpress since 2020, will remain in post until January 31, 2026, to ensure a seamless transition. Reflecting on his forthcoming role, Schnabel remarked that SunExpress has established itself as a dynamic and resilient carrier, delivering sustained growth in recent years. He noted that he looks forward to joining the airline's team and helping to shape its next phase of development by further reinforcing market position, supporting operational excellence, and contributing to the future of aviation and tourism.

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
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