AviTrader
AVIATION NEWS PUBLICATIONS
ISSN 1718-7966 DECEMBER 22, 2025/ VOL. 1018
avitrader.com
Follow us on LinkedIn

Weekly Aviation Headline News

© AirTeamImages

Turnaround looking possible for struggling Lufthansa

German flag carrier playing catchup with European rivals as it targets 6% annual supply growth in burgeoning long-haul market

Since Carsten Spohr took over the helm at Lufthansa (Deutsche Lufthansa AG) in 2014, shares in the German flag-carrying airline have fallen by roughly one third and it has struggled to recover to the same degree as other European carriers during the post-pandemic period. While shares in the carrier have risen by 26% over the last six months, this should be tempered by the fact that shares in IAG and Air France-KLM have grown by 35% and 44.6% respectively over the same period. Its group operating margin narrowed to 4.4% last year from 7.6% in 2023, with analysts forecasting 4.8% for 2025, which is narrower than IAG and Air France-KLM. According to Reuters news agency, Spohr is making changes such as cutting 4,000 administrative jobs over five years and retiring old planes, in an effort to hit an operating margin of 8% to 10% between 2028 and 2030. Lufthansa also wants to streamline its complex structure, which includes six hubs and nine passenger airline brands ranging from Italian flag carrier ITA Airways to budget offering Eurowings. However, the situation will still remain challenging for different reasons as Lufthansa's plans could also get sidetracked by supply chain snags on its long-awaited Boeing jets and tough union negotiations. As part of the carrier's turnaround plans, Lufthansa is eyeing a 6% supply growth for passengers on it's long-haul routes as it anticipates the arrival of a new wide-body jet once a fortnight to help with passenger growth. Consequently, it is seeking to internationalise its business and build its intercontinental routes as part of a broader strategy to bring profit margin growth to 8%-10% between 2028 and 2030. As part of this long-haul growth, Lufthansa has been focusing carefully on the North American market, and in particular, routes out with the major city hubs. It will, for example, increase its Frankfurt–Raleigh-Durham, North Carolina, service to daily flights next year, up from three per week, and expand Frankfurt–St. Louis, Missouri, routes to five weekly flights, up from three. The carrier plans to capitalise on robust demand in key US markets not just by expanding transatlantic flights but also through promoting its new premium seating, its CEO Carsten Spohr told Reuters. "We have been able to shift our point of sales to almost 60% now coming from the U.S. and only 40% from Europe, which used to be the other way around for many years," he said. Spohr added that he expects industry demand to remain steady and for ticket prices to either stay stable or grow further given supply constraints. "I would assume prices to be stable, at least, because you see that the very healthy demand environment around the world in almost all our markets hits a somewhat limited supply due to delayed deliveries of airplanes."

> "We will now integrate even further in our hub system, which will allow us to leave growth on short haul limited, and nevertheless expand on long haul, which we will do with 6% next year."
>
> *Carsten Spohr, Lufthansa CEO*

Willis
Engine Repair
Center®

PART 145

Locations:
Coconut Creek, Florida (US)
Bridgend, Wales (UK)

Willis Engine Repair Center® (WERC®) is a fully approved Part 145 maintenance facility with EASA/FAA dual-release capabilities.

With state-of-the-art facilities located in both the US and UK, our field services team delivers aircraft engine solutions to our global customers.

CAPABILITIES INCLUDE, BUT ARE NOT LIMITED TO:

- Lease Returns
- MPD Tasks
- Teardowns - CFM56 Series & V2500
- C-Checks
- Module Repairs & Swaps
- Airfoil Replacements
- Top Case Repairs
- Boroblending
- Borescope Inspections
- Engine Storage & Preservation
  (US & UK combined storage 150,000 sq.ft.)
- On-Wing Field Service
- Approvals: EASA, FAA, 2-Reg, UK CAA, AFAC (US)

Our future capabilities will cover narrowbody engine platforms, including LEAP and GTF engines.

Willis Engine Repair Center®,
part of Willis Lease Finance Corporation

werc@williswerc.com | www.wlfc.global

AIRCRAFT & ENGINE NEWS

Aergo Capital adds Boeing 737 MAX 8 to portfolio

Aergo Capital has completed the acquisition of a Boeing 737 MAX 8 aircraft from Aircastle. The aircraft, manufacturer serial number 60513, is currently on lease to Canadian airline WestJet. Fred Browne, Chief Executive Officer of Aergo Capital, commented: "We are pleased to complete the acquisition of this Boeing 737 MAX 8 from Aircastle. I would like to thank both teams for their effective collaboration in delivering this transaction, and we look forward to working with Aircastle again in the future. I also extend my thanks to WestJet for their continued partnership and support." The transaction further strengthens Aergo's narrow-body portfolio and is consistent with the company's strategy of investing in highly sought-after, next-generation aircraft placed with leading airline operators. The Boeing 737 MAX 8 offers enhanced fuel efficiency and improved operating economics, supporting airline efforts to optimise fleet performance while reducing operating costs and emissions. Michael Inglese, Chief Executive Officer of Aircastle, added: "We value the long-standing trading relationship we have built with Aergo and appreciate the efficiency and professionalism shown by all parties throughout this transaction." The acquisition underscores the strong commercial relationship between Aergo and Aircastle and reflects sustained market demand for modern, fuel-efficient single-aisle aircraft operated by established carriers.

Boeing deliveries rebound as production stabilises

IBA, the aviation market intelligence and advisory firm, has reported that Boeing aircraft deliveries in 2025 rose by 69% year-on-year compared with 2024 and were 16% above 2023 levels, signalling a strong recovery and helping to stabilise global aircraft production. Analysis from Stuart Hatcher, Chief Economist and Chief Data Officer at IBA, together with IBA Insight, shows that Boeing delivered 537 aircraft in 2025 (including 737 and 767 military units), compared with 318 at the same point in 2024, as production and delivery performance continued to normalise. A further four 737 MAX aircraft were delivered by the end of the first week of December, with an additional 110 built, of which 74 were already in test flight. The improvement has been supported by progress in clearing previously built inventory and by shorter delivery timelines. Average time from first flight to delivery fell to 37 days in 2025, excluding 27 aircraft that exceeded 365 days, compared with 47 days for the sub-365-day group in 2024. This has supported stronger cash flow for Boeing. FAA approval to increase the 737 MAX monthly production rate from 38 to 42 aircraft is expected to further support output going forward. Airbus delivered 657 commercial

Falko finalises its first aircraft sale in Japan

CRJ900 aircraft © Falko

Falko has entered the Japanese market with its inaugural Japanese Operating Lease (JOL) transaction, selling a CRJ900 aircraft to a Japanese investor. This transaction marks Falko's entry into the Japanese market and represents one of the limited numbers of CRJ900 aircraft placements to date completed using a JOL structure. Brian Foley, Falko's Head of Portfolio Strategy, commented that Falko was proud to have completed its first transaction in the Japanese market. The deal was carried out in partnership with iStrings Aviation Capital Co., Ltd. (iStrings), establishing a new relationship for Falko. He commented: "While Japan is a highly recognised market in respect of investing in narrow- and wide-body aircraft, we are seeing a growing interest from Japanese investors for small commercial aircraft due to the current economic environment, which offer significantly lower capital requirements compared to the larger aircraft types. The ticket size for used E-Jet, CRJ and A220 aircraft types aligns well with the preferences of Japanese investors, and so we anticipate continued momentum and increased activity in the 50-150 seat aircraft segment, Falko's area of focus. We extend our thanks to the iStrings team for their continued professionalism throughout the deal and look forward to working with them on future opportunities." Hirotoshi Takezoe, Director at iStrings, commented "The CRJ900 is an excellent fit for the expanding JOL market. While regional jets have had a limited presence in the JOL space, we are now seeing growing investor interest as the market expands and the investor base diversifies. Partnering with the leading regional jet asset manager allows us to deliver high-quality asset-management services to JOL investors, which we believe is essential for long-term success. We thank the Falko team for their professionalism throughout this process and look forward to collaborating on future opportunities."

MD Aircraft secures 20 eViator pre-orders from UrbanLink

© MDA's flagship eViator electric aircraft

MD Aircraft GmbH (MDA) has announced a strategic agreement with UrbanLink Air Mobility, under which the operator has signed letters of intent (LOIs) covering 20 pre-orders for MDA's flagship eViator electric aircraft. The latest commitment increases MDA's global pre-order book to 110 aircraft, underlining strong international demand and reinforcing the company's position at the forefront of sustainable regional aviation. UrbanLink Air Mobility plans to deploy the eViator as a core element of its future network, supporting zero-emission regional connectivity across key markets. Commenting on the agreement, Ed Wegel, Founder and Chief Executive Officer of UrbanLink Air Mobility, said: "We are proud to partner with MD Aircraft and its innovative, purpose-driven design philosophy, which closely aligns with our vision for the future of regional air mobility. Our decision to pre-order the eViator reflects a clear commitment to sustainable, zero-emission operations and establishes a new benchmark for the industry." MD Aircraft views the partnership as strategically significant, particularly in accelerating market access beyond Europe. Gregor Müller, Chief Executive Officer of MD Aircraft GmbH, commented: "We are thrilled to welcome UrbanLink as a key partner in advancing the eViator programme. Their expertise will accelerate our U.S. and Caribbean markets and strengthen our foundation for zero-emission regional aviation." Based in Germany, MD Aircraft GmbH is focused on the development of quiet, cost-efficient and environmentally responsible electric aircraft optimised for short-haul operations. Its flagship programme, the MDA1 eViator, is designed to redefine regional aviation through advanced all-electric propulsion and a customer-centric operating model aimed at lowering emissions and operating costs.

AIRCRAFT & ENGINE NEWS

aircraft and five A400Ms by the end of November 2025, with a further 15 deliveries recorded in the first week of December. While deliveries were broadly stable year-on-year, BFE and engine availability constrained performance in 2025, leading Airbus to revise its full-year target from 820 to 790 aircraft. By early December, the December delivery target of 133 appeared highly achievable, with 15 already delivered, 105 in flight test, 38 fitted with engines, and 127 aircraft having left the factory and awaiting engines to feed first-quarter output. Performance among other OEMs was mixed in 2025. Embraer increased deliveries year-on-year to 66 aircraft from 55 in 2024, while ATR and COMAC recorded year-on-year declines, delivering 18 and 29 aircraft respectively, despite substantial order backlogs. Across the market as a whole, total aircraft production in 2025 is projected to reach between 1,520 and 1,530 units across Airbus, Boeing, Embraer, ATR and COMAC. This includes passenger, VIP and military variants based on commercial platforms. Output is broadly in line with 2014 levels but remains below the 2018 peak of 1,770 aircraft. Although overall production remains below historical highs, analysts note that continued delivery discipline and sustained demand are supporting a resilient market outlook across both narrow-body and wide-body segments.

AELF acquires two B737-800s from ICBC Aviation Leasing

AELF has acquired two B737-800s from ICBC, currently on lease to Aerolíneas Argentinas *© AirTeamImages*

Aircraft Engine Lease Finance Inc. (AELF) has acquired two Boeing 737-800 aircraft, both manufactured in 2015, from ICBC Aviation Leasing (ICBC). The aircraft are currently on lease to Aerolíneas Argentinas, marking AELF's first assets placed with the Argentine flag carrier. The transaction represents AELF's first completed deal with ICBC and reflects the complementary nature of the two companies' business models. AELF focuses on mid-life aircraft, aligning well with the objectives of large leasing platforms and Chinese counterparties seeking to trade, recycle or phase out assets at a particular stage of their lifecycle. The acquisition supports AELF's ongoing expansion of a diversified portfolio of aircraft on lease to airlines worldwide. By adding two in-demand narrow-body aircraft with established operators, AELF continues to reinforce the resilience and flexibility of its leasing platform. Headquartered in the United States, AELF is an established commercial aircraft lessor with more than a decade of operating experience. The company provides tailored and flexible capital solutions to airlines, lessors, banks and non-traditional aircraft owners. Its activities span the acquisition of aircraft and engines on long-term lease, as well as the purchase of dormant or short-term leased assets, which it returns to service through targeted maintenance and remarketing programmes.

AIRCRAFT & ENGINE NEWS

AerFin broadens B777-300ER portfolio


AerFin has acquired a third B777-300ER © AerFin

AerFin, the aviation asset specialist focused on the buying, selling, leasing and repair of aircraft, engines and parts, has acquired a third B777-300ER, previously operated by Japan Airlines. The latest acquisition further strengthens AerFin's established capability in supporting the global B777 market. The company holds extensive B777 inventory across its warehouses in the UK, the Americas and the Asia-Pacific region, underpinned by ongoing aircraft teardown programmes. In parallel, AerFin maintains significant A320neo inventory sourced through dedicated disassembly projects, providing customers with reliable access to high-quality serviceable material across two of the industry's most in-demand platforms. The company indicated that the additional B777-300ER reflects continued confidence in the asset class and in the operators that depend on it. AerFin also highlighted that its global footprint and depth of material holdings enable customers to plan with greater certainty at a time of sustained demand for dependable component supply. AerFin continues to expand its presence across key regions, delivering tailored solutions that support airlines, lessors and MROs in maintaining operational stability and extending the service life of their fleets.

China Airlines deepens A350 commitment with new order

China Airlines has signed orders for five additional Airbus A350-1000s © Airbus

Taiwan's China Airlines has firmed up an order for five additional Airbus A350-1000s, lifting its total commitment for the type to 15 aircraft. The latest deal underlines the carrier's long-term focus on fleet modernisation and growth across its long-haul network. The new wide-body aircraft will complement China Airlines' existing fleet of 15 A350-900s, which are already deployed on intercontinental services. The airline signalled that expanding the A350-1000 fleet is a strategic step designed to strengthen competitiveness on long-haul routes while supporting broader network ambitions. Chairman Kao Shing-Hwang indicated that the A350 family closely matches the airline's objectives, citing the aircraft's efficiency and passenger appeal as central to plans to renew the fleet and enhance the overall travel experience. He suggested that the type supports both operational performance and customer-facing improvements as the airline positions itself for future growth. From Airbus' perspective, the follow-on order was described as a strong endorsement of the A350-1000's capabilities. Benoit de Saint-Exupéry, executive vice-president for commercial aircraft sales, pointed to the aircraft's efficiency, range and cabin comfort as key factors that make it well suited to China Airlines' evolving network requirements. He noted that the order also reflects the long-standing partnership between the manufacturer and the Taiwanese carrier. The A350-1000 is powered by the latest-generation Rolls-Royce engines and makes extensive use of lightweight materials. Airbus highlights that these features deliver around a 25% improvement in fuel burn, operating costs and carbon dioxide emissions compared with previous-generation competitor aircraft. Such gains are increasingly important as airlines seek to manage costs while meeting environmental objectives.

Pegasus bets on LEAP engines for B737-10 growth

Pegasus Airlines has opted for LEAP-1B engines to power its future B737-10 fleet © Boeing

Pegasus Airlines (Pegasus) has signed an agreement with CFM International covering up to 300 LEAP-1B engines to power its future B737-10 fleet, reinforcing a partnership that stretches back more than three decades. The deal also includes spare engines and a long-term maintenance services package, underlining a shared focus on reliability and lifecycle support. The Turkish low-cost carrier indicated that CFM engines have been central to its development since operations began in 1990, helping to build an efficient and dependable fleet. Pegasus' management highlighted strong operational experience with the LEAP engine family and signalled confidence that the same performance and stability will be delivered on the B737-10. The airline also emphasised the environmental dimension of the agreement. The improved fuel efficiency and lower emissions of the LEAP-1B were positioned as key contributors to Pegasus' target of reducing carbon dioxide emissions by 2030, as well as supporting the aviation industry's longer-term ambition of achieving net-zero CO_2 emissions by 2050. In July 2016, the airline became the world's first operator of LEAP engines, launching the type on a commercial flight between Istanbul and Antalya. Its history with CFM spans multiple generations, beginning with CFM56-3 engines and later encompassing CFM56-5B- and CFM56-7B-powered fleets.

MRO & PRODUCTION NEWS

India clears AEI Boeing 737-800SF conversion

Aeronautical Engineers, Inc. (AEI) has secured approval from India's Directorate General of Civil Aviation (DGCA) for its Boeing 737-800SF freighter conversion, marking a further milestone in the programme's global certification footprint. The approval covers AEI's supplemental type certificate (STC ST02690LA) for the 12-pallet-position 737-800 passenger-to-freighter conversion. With the Indian validation now in place, the AEI 737-800SF holds approvals from a broad range of leading aviation authorities, including the FAA, CAAC, EASA, TCCA, UK CAA, CAACI (Cayman Islands), the aviation authorities of Guernsey, Brazil and Argentina, as well as India's DGCA. The certification has been driven by market demand in India, where Chennai-based Afcom Holding Limited is preparing to place a previously converted AEI 737-800SF (MSN 33003) into service under a lease arrangement. The aircraft will be operated from India, prompting AEI to pursue and secure DGCA validation to support local cargo operations. The AEI-converted 737-800SF offers a main deck payload of up to 52,700 lb (23,904 kg) and accommodates eleven full-height 88 x 125-inch container positions, plus an additional position for an AEP or AEH. Key structural features include new floor beams aft of the wing box and a large 86 x 137-inch main cargo door with a single vent door system. AEI's design also prioritises operational efficiency and safety. Containers can be loaded 16.5 inches aft of the forward door jamb, providing ground crews with improved manoeuvring space and reducing the risk of door or airframe damage. The aircraft is equipped as standard with an Ancra cargo loading system, a rigid 9g-barrier, five supernumerary seats, a galley and a full lavatory, supporting flexible and efficient cargo operations.

SWISS extends Boeing 777 component support deal with LHT

SWISS Boeing 777 aircraft © SWISS

Swiss International Air Lines (SWISS) and Lufthansa Technik have renewed their long-standing partnership for component support of the airline's Boeing 777 fleet, reaffirming a decade of close technical collaboration. The new exclusive agreement runs for ten years from January and covers all twelve Boeing 777-300ER aircraft operated by SWISS. The contract represents a seamless continuation of the Total Component Support (TCS) services that Lufthansa Technik has provided for the widebody fleet over the past ten years. Under the renewed arrangement, SWISS will continue to benefit from comprehensive component maintenance, repair and overhaul (MRO), access to Lufthansa Technik's global spare parts pool, and integrated logistics services. A key element of the support concept remains the dedicated homebase stock held directly on SWISS premises in Zurich, ensuring rapid component availability and operational resilience. Lufthansa Technik already delivers TCS services across a large proportion of the SWISS fleet, including Airbus A320ceo and A320neo aircraft, as well as the A330, A340 and the airline's expanding Airbus A350 fleet. The extended Boeing 777 agreement further consolidates this broad, fleet-wide cooperation. Claus Bauer, Head of Technical Fleet Management at SWISS, highlighted the strategic importance of the renewal: "Based on our very positive experience with Lufthansa Technik's reliable component support across a large part of our fleet, we are confident that we have once again selected the best possible partner to meet our high standards. We are pleased to extend this trusted cooperation, particularly in the context of ongoing global supply chain challenges, where Lufthansa Technik's support is essential to ensuring component availability and safeguarding our long-term operational performance." Beyond component support, Lufthansa Technik also contributes to improving the efficiency of SWISS' Boeing 777 operations. All twelve aircraft are equipped with the AeroSHARK surface technology, developed jointly with BASF Coatings. Inspired by sharkskin, the innovative surface reduces aerodynamic drag and delivers fuel efficiency improvements of around one per cent. SWISS was among the first airlines worldwide to adopt this technology.

Emirates and GAMECO strengthen heavy maintenance alliance

Emirates and GAMECO have signed new multi-year agreements extending the existing Airbus A380 and Boeing 777 heavy maintenance lines © GAMECO

Emirates and GAMECO have further strengthened their long-standing partnership with the signing of new multi-year agreements to expand heavy maintenance services for Emirates' fleet. The collaboration began in September 2023 with a dedicated agreement covering the Airbus A380, for which Emirates is the world's largest operator. As part of this initial partnership, GAMECO established a full nose-to-tail heavy maintenance line in Guangzhou, providing scheduled maintenance support tailored to the operational requirements of Emirates' A380 fleet. The programme has since delivered strong results, reflecting both organisations' focus on reliability, efficiency and technical excellence. Building on this momentum, the partnership was expanded in April 2025 to include a nose-to-tail heavy maintenance line for the Boeing 777. This marked a significant broadening of scope, aligning with Emirates' extensive widebody operations and further embedding GAMECO as a trusted maintenance partner for the airline's long-haul fleet. To mark this next phase of collaboration, Emirates and GAMECO have now signed new multi-year agreements that include the extension of the existing Airbus A380 and Boeing 777 heavy maintenance lines. These agreements reinforce a relationship characterised by mutual trust, shared standards and a long-term strategic outlook. Both parties continue to work closely to ensure consistently high levels of safety, quality and operational performance. Dr Marc Szepan, General Manager of GAMECO, commented: "We are honoured to extend our partnership with Emirates, one of the world's most respected airlines. This collaboration underlines GAMECO's commitment to delivering world-class maintenance solutions and reflects our shared emphasis on safety, quality and efficiency. Together, we will continue to set new benchmarks for excellence in aircraft maintenance." The expanded agreements underscore Emirates' confidence in GAMECO's technical capabilities and highlight the growing importance of the Guangzhou facility within Emirates' global maintenance network.

MRO & PRODUCTION NEWS

KAEMS targets higher-value MRO work through Tadpole tie-up


KAEMS brings Tadpole on board to support its next growth phase © KAEMS

Korea Aviation Engineering & Maintenance Service (KAEMS) has entered into a strategic collaboration with aviation advisory and ecosystem development firm Tadpole & Co., as the Korean MRO provider looks to accelerate growth and expand its international reach. KAEMS, which has benefitted from strong backing from the Korean Government, has been pursuing a clear growth strategy focused on broadening its maintenance capabilities, expanding its activity base and building a more diverse global customer portfolio. The new collaboration is intended to support these ambitions by strengthening the company's market position and increasing its attractiveness to international airlines and aviation customers. The initial phase of the partnership will concentrate on line maintenance, building on KAEMS' existing operational footprint and core technical strengths. As the relationship develops, the scope is expected to extend into selected heavy maintenance activities. Particular emphasis will be placed on higher-value and higher-margin work packages, including cabin modifications and interior upgrades. These work scopes are seen as complementary to Tadpole's adjacent portfolio, which centres on developing holistic passenger experience solutions for airlines. By aligning technical MRO execution with commercial and customer experience objectives, the two companies aim to offer a more integrated and differentiated proposition to the market. Under the agreement, Tadpole will support KAEMS in both business development and capability enhancement. This will draw on Tadpole's industry experience, specialist domain knowledge and established global network spanning airlines, lessors, original equipment manufacturers and other aviation partners. Both parties characterised the collaboration as a mutually beneficial arrangement, combining KAEMS' proven infrastructure and technical expertise with Tadpole's strategic and commercial capabilities. Together, they aim to unlock sustainable growth opportunities while delivering increased value to customers and broader stakeholders across the aviation ecosystem.

FINANCIAL NEWS

Air Lease shareholders back take-over deal

Air Lease has secured shareholder approval for its proposed acquisition, clearing a major hurdle towards the company's sale to a new Dublin-based holding company. At a special meeting, holders of Air Lease Class A common stock voted to approve the previously announced merger agreement under which the aircraft lessor will be acquired by Sumisho Air Lease Corporation DAC. The new holding company will be owned by Sumitomo Corporation, SMBC Aviation Capital and investment vehicles affiliated with funds managed by Apollo and Brookfield. Under the terms of the transaction, Air Lease Class A shareholders will receive US$65.00 in cash for each share held immediately prior to completion of the merger. On closing, Air Lease will be renamed Sumisho Air Lease Corporation, reflecting its new ownership structure and positioning. Holders of approximately 80.7% of the shares of Class A common stock outstanding as of the close of business on November 3, 2025, the record date for the special meeting, voted in favour of the approval and adoption of the merger agreement. John L. Plueger, Chief Executive Officer and President of Air Lease, said, "We are pleased with the results from our special meeting and thank our stockholders for their support. Today marks a major milestone for Air Lease. We look forward to completing this transaction." The transaction is expected to close in the first half of 2026, subject to the satisfaction of customary closing conditions set out in the merger agreement. These conditions are detailed in the definitive proxy statement filed with the US securities regulator in early November 2025 and subsequently supplemented later that month. Once completed, the deal will mark the end of Air Lease's tenure as a publicly listed company on the New York Stock Exchange and usher in a new phase under private ownership, backed by a consortium combining strategic aviation lessors and global investment firms.

Spirit advances restructuring plans

Spirit Aviation Holdings has reached an agreement with its senior secured noteholders to amend its debtor-in-possession (DIP) credit agreement, enabling the previously agreed third funding round of incremental financing totalling US$100 million to be completed on December 15. Under the amended terms, US$50 million (net of original issue discount) is immediately available to the company. Access to the remaining amount remains subject to previously agreed conditions linked to further progress on either a standalone plan of reorganisation or a strategic transaction, both of which Spirit is currently actively pursuing. The company indicated that continued support from its lenders reflects confidence in the transformation underway and the progress achieved by the management team in recent months. Spirit also reaffirmed its commitment to providing high-value travel options for American consumers and to maintaining strong operational performance through the holiday season and beyond. Spirit highlighted further momentum in its restructuring efforts, noting that its Pilot and Flight Attendant groups ratified new labour agreements last week to support the airline's future. Over the past 60 days, the company has significantly repositioned its fleet and improved its cost structure. It continues to develop a range of product offerings, from economical to premium, all designed to deliver compelling value while maintaining a top-tier operation.

MRO & PRODUCTION NEWS

GATES expands engine MRO footprint in Asia

GATES can now carry out full engine overhaul services for South Korean operators
© CFM International

GA Telesis Engine Services (GATES), the engine maintenance, repair and overhaul (MRO) subsidiary of GA Telesis LLC, has announced two strategic milestones that expand its global footprint and strengthen its position as a successful, independent engine maintenance provider. GATES has secured Approved Maintenance Organisation (AMO) certification from South Korea's Ministry of Land, Infrastructure and Transport covering the CFM56-5B, CFM56-7B and CF6-80C2 engine types. The approval authorises GATES to carry out full engine overhaul services for South Korean operators, a market with a large and growing installed base of these engines. It also provides airlines in the region with a credible independent MRO alternative in a segment traditionally dominated by OEM-affiliated facilities. The certification increases competitive choice, offers tangible cost benefits for operators and supports improved fleet reliability, while confirming GATES' compliance with stringent international regulatory and quality standards. In parallel, GATES has secured an engine maintenance agreement with MIAT Mongolian Airlines to overhaul the carrier's CFM56-7B engines. The contract further accelerates the company's expansion across the Asia-Pacific region and reflects growing customer confidence in GATES' technical capability and operational performance.

FINANCIAL NEWS

Asian Development Bank backs Air Niugini fleet renewal

Image of Air Niugini's A220-100 aircraft *© Airbus*

The Asian Development Bank (ADB) and Air Niugini have signed a US$35.8 million financing package to support the modernisation of Papua New Guinea's national airline fleet. The investment is aimed at improving operational efficiency, further enhancing safety standards, and strengthening the country's domestic and international air connectivity, with wider benefits for Papua New Guinea's social and economic development. The financing package comprises a US$19 million loan from ADB's ordinary capital resources, alongside a US$16.8 million loan administered by ADB from Leading Asia's Private Sector Infrastructure Fund 2 (LEAP 2). The funds will be used to finance the purchase of six Airbus A220-100 aircraft, enabling Air Niugini to replace older aircraft with more reliable and significantly more fuel-efficient models. Air transport is essential to Papua New Guinea's economy and social cohesion, as the country's rugged terrain and limited road infrastructure restrict land-based travel. Air Niugini plays a critical role in connecting remote communities with major population centres, as well as linking the country to regional and international markets. The new Airbus A220-100 aircraft are expected to deliver fuel efficiency improvements of around 20% compared with older aircraft, helping to lower operating costs while reducing carbon emissions. LEAP 2 is an ADB-managed fund supported by a US$1.5 billion commitment from the Japan International Cooperation Agency. The fund focuses on sustainable private sector infrastructure projects that reduce emissions, improve energy efficiency, and expand access to essential services across ADB's developing member countries.

FINANCIAL NEWS

AAR strengthens engineering capabilities with strategic acquisition

AAR has entered into a definitive agreement to acquire Aircraft Reconfig Technologies, a leading aircraft interiors engineering company, from ZIM Aircraft Cabin Solutions for US$35 million in an all-cash transaction, subject to customary adjustments. Upon completion, the acquisition will immediately enhance AAR's engineering and certification capabilities within its Repair & Engineering segment, further differentiating AAR as the leading independent MRO provider in North America. Aircraft Reconfig Technologies specialises in passenger aircraft reconfiguration for major global airlines. Its end-to-end offering includes project management, engineering and certification for aircraft interior modifications. Founded in 1990, the company employs approximately 100 people and is headquartered in Greensboro, North Carolina. The business holds FAA Part 21 and Part 183 Organisation Designation Authorisation (ODA) status and maintains a strong intellectual property portfolio, including patents, Parts Manufacturer Approval (PMA) and multiple Supplemental Type Certificates. Integrating these capabilities into AAR's Repair & Engineering segment will expand AAR's in-house design capacity for more complex aircraft modification programmes and reduce reliance on third parties for design certification.

ITP Aero to acquire Aero Norway

© ITP Aero

ITP Aero, a global reference in aerospace propulsion, has signed a binding agreement to acquire Aero Norway, a well-known MRO provider specialising in the overhaul and repair of CFM56 engines. The agreement represents a substantial milestone in ITP Aero's global growth strategy and reinforces its commitment to expanding its aftermarket services capabilities. Based in Stavanger, Norway, Aero Norway has established a strong reputation for high-quality CFM56 engine maintenance. It serves a growing international customer base comprising airlines, lessors and asset managers, and operates from a state-of-the-art facility at Sola Airport. The company employs more than 200 highly skilled professionals. The acquisition aligns with ITP Aero's strategic focus on strengthening its position in the global aerospace aftermarket, particularly across key large commercial engine platforms. The two businesses bring highly complementary capabilities: Aero Norway's deep expertise in CFM56 engine overhaul, combined with ITP Aero's MRO offering, strong engineering base and advanced component repair capabilities, will create powerful synergies and enhance the value and competitiveness of their combined aftermarket services. This transaction marks the latest step in ITP Aero's MRO growth strategy following Bain Capital's acquisition of the company in 2022. It follows the acquisition of BP Aero in the United States in 2023, as well as ITP Aero's recent selection to join Pratt & Whitney's GTF MRO network, further expanding its global footprint and capabilities across major engine platforms. Eva Azoulay, Chief Executive Officer of ITP Aero Group, said: "The signing of this binding acquisition agreement is a key milestone in our strategic roadmap. It reinforces our ambition to become a leading independent player in the aerospace aftermarket. Aero Norway's expertise and capabilities will be instrumental in delivering exceptional value to our customers as we move forward together." Neil Russell, Chief Executive Officer of Aero Norway, expressed: "Today's announcement marks the beginning of an exciting new chapter for Aero Norway. By combining our complementary strengths with those of ITP Aero, we will unlock significant synergies, enhance our competitiveness and deliver even greater value to our customers. We are pleased to join the ITP Aero Group and look forward to driving innovation, technical excellence and long-term growth together in the global aerospace aftermarket." The acquisition of Aero Norway is expected to close in the first half of 2026, subject to customary regulatory approvals.

MILITARY AND DEFENCE

Heli-One Extends AW101 SAR Support in Norway


Heli-one and Leonardo extend AW101 SAR support in Norway © Heli-One

Heli-One, a global provider of helicopter MRO services, has announced that Leonardo has extended and expanded its support contract for the Norwegian All-Weather Search and Rescue Helicopter (NAWSARH) programme. Under the renewed agreement, Heli-One will continue to deliver MRO services alongside Leonardo through to 2030 for the Royal Norwegian Air Force's fleet of AW101 SAR Queen helicopters. The contract covers the full operational fleet and is designed to ensure sustained mission readiness for demanding search-and-rescue operations conducted in some of the world's most challenging climatic conditions. The AW101 SAR Queen plays a critical role in Norway's national emergency response capability, where reliability and availability are essential to saving lives. All 16 helicopters have now been delivered and are fully operational from bases across Norway. The NAWSARH programme is widely regarded as a benchmark example of effective collaboration between government, the original equipment manufacturer and specialist MRO providers. The extended agreement reinforces this partnership model, which has been central to the programme's success. As part of the contract, Heli-One's highly skilled Norwegian maintenance engineers will continue to work closely with Leonardo personnel, embedded directly at Royal Norwegian Air Force bases. From these locations, joint teams carry out scheduled and unscheduled maintenance, ensuring round-the-clock fleet availability and rapid response capability. Heli-One supports both government and commercial helicopter operators worldwide, providing maintenance services for a wide range of critical missions, including search and rescue, offshore transport and emergency services. Working in close alignment with its parent company, CHC Helicopter, Heli-One draws on decades of operational and technical experience. This depth of expertise enables the company to deliver dependable, industry-leading MRO solutions that operators can rely on consistently, even in the most demanding operating environments.

MILITARY AND DEFENCE

Germany expands H145M light combat helicopter fleet

Germany has exercised its option to acquire 20 additional H145M light combat helicopters
© Airbus Helicopters - Celian Bauduin

Germany has exercised its option to acquire 20 additional H145M light combat helicopters, significantly expanding its future rotary-wing capabilities. The decision follows a contract signed in December 2023 and brings the total number of H145M aircraft on order to 82. The helicopters, designated Leichter Kampfhubschrauber (LKH), are being procured to meet a wide range of operational requirements across the German armed forces. The German Army will operate 72 aircraft, while a further ten will be assigned to special forces units within the Luftwaffe. Stefan Thomé, Managing Director of Airbus Helicopters in Germany, described the follow-on order as a strong endorsement of the platform. He said the additional purchase underlines Germany's confidence in the H145M's performance and versatility and reflects a high level of trust from one of Airbus Helicopters' home markets. Deliveries are already well under way. The first H145M LKH was handed over to Germany in November 2024, less than a year after the contract was signed, demonstrating the programme's rapid execution. Further aircraft have since been delivered, supporting the swift introduction of the type into service. The H145M is designed as a highly flexible, multi-role military helicopter. Its mission spectrum includes training, reconnaissance, special forces insertion, and light attack operations. One of its defining features is the ability to be reconfigured within minutes. The aircraft can transition from a light combat role—equipped with axial ballistic and guided weapons and an advanced self-protection suite—to a special operations configuration featuring fast-rope and rappelling equipment. In addition, the helicopter supports a comprehensive range of mission packages, including hoisting operations and external cargo transport. This adaptability enables operators to respond quickly to changing mission demands while maintaining a high level of operational readiness. With the expanded order, the H145M is set to become a central pillar of Germany's light military helicopter fleet for years to come.

Government of Canada orders six Global 6500 jets

The Government of Canada has confirmed the purchase of six Bombardier Global 6500 aircraft
© Bombardier

The Government of Canada has confirmed the purchase of six Bombardier Global 6500 aircraft to undertake worldwide utility flights and support a broad range of missions, including aeromedical evacuations, disaster relief, humanitarian assistance and national security operations. The agreement was marked today at Bombardier's Global Aircraft Assembly Centre in the Greater Toronto Area, where the Global 6500 is assembled. Under the programme, interior completion work for the aircraft will be carried out at Bombardier's facilities in Greater Montréal, further reinforcing the domestic industrial footprint of the project. Based on the current list price of the Global 6500 and the cost of required military modifications, the order is valued at approximately US$400 million for Bombardier. The Royal Canadian Air Force (RCAF), which has operated Bombardier Challenger aircraft since 1983, will benefit from the significantly enhanced range, endurance and mission flexibility offered by the Global 6500 platform. The aircraft's long-range performance and advanced systems will allow the RCAF to conduct complex missions more efficiently, both within Canada and globally. Delivery of the first aircraft is expected by the summer of 2027. Éric Martel, President and Chief Executive Officer of Bombardier, highlighted the strategic importance of the programme. "The Global 6500 is a world-class, made-in-Canada aircraft with the versatility to perform multiple missions, making it the solution of choice for governments around the world," he said. "More than 12,000 Canadians who work at Bombardier can take great pride in knowing that this aircraft will now serve their country."

Germany receives first NH90 Sea Tiger

The German Navy has taken delivery of the first out of 31 NH90 Sea Tiger helicopters
© Airbus Helicopters - Cara Irina Wagner

Airbus Helicopters, through the NHIndustries joint venture, has delivered the first NH90 Sea Tiger helicopter to the German Navy. A total of 31 aircraft are scheduled for delivery by 2030. The NH90 Sea Tiger will be deployed for anti-surface and anti-submarine warfare missions, forming a core element of the German Navy's future maritime combat capability. The new helicopters will progressively replace the Navy's ageing Mk88A Sea Lynx fleet, which entered service in 1981. The German Navy already operates 18 NH90 Sea Lion naval transport helicopters, delivered on schedule between 2019 and 2023. These aircraft are routinely deployed on maritime search and rescue missions and operate from 702-class replenishment ships. Representing the latest evolution of the NH90 NATO Frigate Helicopter (NFH), the Sea Tiger offers advanced capabilities for both anti-submarine warfare (ASW) and anti-surface warfare (ASuW). It has been tailored specifically to meet German Navy requirements for a modern ASW platform, incorporating a new electro-optical system and enhanced electronic support measures. The Sea Tiger is equipped with a dipping sonar, sonobuoys and a range of weapons, including torpedoes and missiles. In addition to reconnaissance and transport tasks, shipborne missions include engaging targets both above and below the surface. These systems have been tested and qualified during extensive trial campaigns in the Mediterranean and North Seas.

MILITARY AND DEFENCE

BAE Systems wins KF-21 IFF contract

BAE Systems

BAE Systems has been awarded an US$11 million contract by Korea Aerospace Industries (KAI) to integrate the AN/APX-127(V)1 Combined Interrogator Transponder (CIT) on the KF-21 Boramae aircraft. The latest Identification Friend or Foe (IFF) system enhances decision-making by enabling pilots to more effectively distinguish allied forces from potential threats in contested operational environments. Designed for tactical aircraft, the CIT offers the flexibility required to meet both current and future mission demands, supporting operators in an increasingly complex battlespace. Its open-system architecture allows for software upgrades, reducing the cost and risk associated with hardware changes, while delivering advanced multi-function capability and meeting the latest requirements for cryptography, anti-jam performance and cyber resilience. BAE Systems noted that the APX-127 Combined Interrogator Transponder will equip the KF-21 with state-of-the-art IFF capability, strengthening the Republic of Korea's national defence posture. The company added that the system provides fifth-generation fighter pilots with an advantage in air superiority missions, while ensuring continued interoperability with US and coalition partners. With the same form factor, the AN/APX-127(V)1 is a drop-in replacement for the AN/APX-126(V) CIT currently fielded on the KF-21. It is Mark XIIB IFF certified, supporting Mode S and Mode 5 for secure, encrypted data exchange. The upgraded system improves situational awareness through additional receive channels for passive acquisition of Mode 5 Level 2 and Automatic Dependent Surveillance–Broadcast In (ADS-B In), enabling the detection and identification of friendly aircraft in complex and dynamic environments. Through advanced technology and system architecture, BAE Systems' next-generation IFF solutions address obsolescence and increase processing capacity to support future capability growth. With more than 80 years of experience, the company has delivered over 1,500 interrogators, 6,000 combined interrogator transponder systems and 16,000 transponders. Its IFF products support all service branches and are used by US and coalition forces across air defence, weapon systems, air traffic control and range instrumentation. Work on the AN/APX-127(V)1 CIT will be carried out at BAE Systems' facilities in Greenlawn, New York, and Austin, Texas. Delivery of the KF-21 CIT units to KAI for integration and certification is expected in 2026.

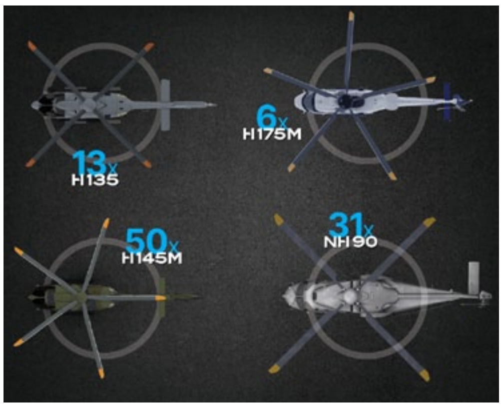
Portugal receives first A-29N Super Tucano

Celebration of the first A-29N Super Tucano aircraft hand-over to the Portuguese Air Force *© Embraer*

Embraer has delivered the first five A-29N Super Tucano aircraft to the Portuguese Air Force during a ceremony at OGMA's facilities, attended by government officials, Embraer executives and invited guests. The delivery took place just one year and one day after the acquisition contract was signed, underlining Embraer's ability to meet customer operational requirements. The aircraft form part of an order for 12 units and mark an important step in Portugal's programme to modernise its air capabilities. During the event, Embraer and the Portuguese state also signed a Letter of Interest covering the potential establishment of a final assembly line for the A-29N in Portugal. Aircraft assembled at the site would be intended to meet potential demand from other European countries through government-to-government agreements, supporting the development of Portugal's defence industrial base and contributing to wider European industrial capability. Commenting on the programme, Portugal's Minister of Defence, Nuno Melo, said the introduction of the Super Tucano provides the Armed Forces with a proven light attack capability to support Detached National Forces while also addressing emerging operational scenarios. He noted that the aircraft's ability to conduct counter-drone missions demonstrates its flexibility and added that the selection of the Super Tucano was driven by the Air Force, with political decisions informed by technical assessments.

Spain orders 100 Airbus helicopters in major defence upgrade

Spain has placed orders for 100 Airbus helicopters through the Ministry of Defence's Directorate General for Armament and Material (DGAM), marking its largest-ever helicopter procurement. The four contracts sit under the National Helicopter Plan announced in May and are aimed at modernising defence and security capabilities. The order spans four helicopter programmes across all three armed services: 13 H135s for training and light roles (Air and Space Force and Navy); 50 H145Ms for the Army, covering training, light attack, utility and disaster relief; six H175Ms for governmental transport missions with the Air and Space Force; and 31 NH90s for tactical transport, manoeuvre and special operations across the Army, Air and Space Force, and Navy. Beyond capability renewal, the programme will significantly strengthen Airbus Helicopters' industrial base in Spain. More than 300 highly skilled jobs are expected over the next three years, alongside expanded facilities in Albacete, including a military helicopter customisation centre and an international H145M training hub. The Albacete site will also develop into a centre of expertise for digital capabilities, supported by a new Digital Campus in partnership with the University of Albacete and the Castilla-La Mancha Science and Technology Park, reinforcing software, cybersecurity, connectivity and maintenance support for Spain's military helicopter fleet.



The Spanish Ministry of Defence has ordered 100 Airbus helicopters *© Airbus*

INFORMATION TECHNOLOGY

© Ramco

Enterprise aviation software specialist **Ramco Systems Corporation USA**, a subsidiary of **Ramco Systems Limited**, has secured a deal to implement its next-generation aviation software at **Powerhouse Engines**, a South Florida-based aviation services provider focused on jet engine leasing, trading and maintenance, repair and overhaul (MRO) for the CFM56 engine family. The deployment will see Ramco's aviation software platform support Powerhouse's engine MRO activities across the full lifecycle, providing an integrated digital backbone for operations. The company indicated that the system is designed to improve resource utilisation and deliver actionable insights, enabling more informed and timely decision-making as the business scales. Powerhouse is positioning the implementation as a key enabler of accelerated growth while preserving high standards of operational control. By adopting an integrated suite of modules covering engineering and continuing airworthiness management, engine and shop maintenance, MRO contracting, finance and quality, the company expects to gain end-to-end visibility across core functions. Capabilities will include configuration management, airworthiness directive and service bulletin control, task card management and maintenance planning, all within a single platform. The move is also intended to strengthen inventory management, purchasing and cost tracking, while simplifying subcontracting and third-party repair management. Powerhouse signalled that tighter integration across these areas should reduce complexity and enhance overall efficiency within its MRO operations, particularly as volumes increase. In parallel, the company plans to deploy Ramco's digital tools, including Anywhere mobile applications, Hubs and BInGO dashboards, to support a shift towards paperless processes. These solutions will enable real-time tracking of parts, inventory, repair orders, purchase orders and repair tags, improve transparency and reduce turnaround times during engine overhaul and maintenance activities. By investing in a modern, data-driven software environment, Powerhouse is seeking to embed technology at the heart of its operations. The initiative reflects a broader strategy to adopt advanced digital practices that support agility, precision and scalability, while setting a higher benchmark for operational performance within the aviation services and MRO sector.

OTHER NEWS

Joby is supporting the DOTs Advanced Air Mobility (AAM) National Strategy © Joby Aviation

Joby Aviation (Joby) has welcomed the **US Department of Transportation's** Advanced Air Mobility (AAM) National Strategy, describing it as a clear and practical framework for bringing electric air taxis into commercial service. The company said it intends to engage immediately with the strategy's key recommendations as it prepares for early operations in US cities. The AAM National Strategy sets out a coordinated policy roadmap covering workforce development, infrastructure, safety and data sharing, aimed at enabling the large-scale deployment and integration of advanced air mobility services. For Joby, the strategy arrives at a pivotal moment, as the company readies itself for initial air taxi operations through the Electric Vertical Take-off and Landing Integration Pilot Program (eIPP), established by executive order earlier this year. Joby founder and Chief Executive JoeBen Bevirt said the strategy demonstrates strong federal recognition of the value of the AAM sector and sends a clear signal that the US is committed to maintaining leadership in the next generation of aviation. He highlighted the importance of coordination between federal, state, local and tribal authorities in supporting the safe and effective introduction of air taxi services. The strategy builds on the Advanced Air Mobility Coordination Act passed by Congress in 2022, which called for closer alignment across federal agencies to support the development of the AAM ecosystem. Under the leadership of Transportation Secretary Sean Duffy, the DOT convened at least 19 federal departments and agencies to develop the strategy, with the aim of fostering innovation, maintaining high safety standards and ensuring a consistent, joined-up approach to policy and investment. The publication of the strategy also aligns with preparations by the FAA and the DOT to launch the eIPP from 2026. The pilot programme is designed to support early eVTOL operations ahead of full FAA type certification, including the validation of routes and operational concepts. Together, the strategy and the eIPP are intended to help regulators, communities and industry move forward in parallel, reducing uncertainty and accelerating progress towards commercial AAM services.

OTHER NEWS

Kuehne+Nagel, one of the world's leading logistics providers, and **Swiss International Air Lines** (SWISS), Switzerland's premium airline, are strengthening their strategic partnership to accelerate progress in sustainable aviation. With the signing of a Memorandum of Understanding, the two companies have agreed to collaborate more closely on sustainability initiatives, with a particular emphasis on innovative technologies that improve operational efficiency and reduce environmental impact. At the heart of the partnership is a shared commitment to the use and development of sustainable aviation fuel (SAF) produced by Synhelion, a Swiss clean technology pioneer. Synhelion has developed a proprietary process that uses concentrated sunlight to convert biogenic and recycled carbon into renewable synthetic fuels, including solar jet fuel. By supporting this technology, Kuehne+Nagel and SWISS aim to contribute to the long-term decarbonisation of air transport. To help scale production and accelerate innovation, Kuehne+Nagel, SWISS and its air freight division, Swiss WorldCargo, have agreed on a long-term SAF offtake arrangement. This agreement provides Synhelion with critical planning security, enabling the company to expand production capacity and continue advancing its technology. Such long-term commitments are seen as essential to supporting emerging SAF producers and driving wider adoption across the aviation industry. From 2027, Kuehne+Nagel will purchase Synhelion-produced SAF from SWISS under a five-year agreement for use on its cargo shipments operated by Swiss WorldCargo. The arrangement underlines Kuehne+Nagel's commitment to decarbonising global logistics while giving its customers the opportunity to actively reduce the CO_2 footprint associated with their air freight movements. Together, Kuehne+Nagel and SWISS are positioning their partnership as a practical model for how airlines and logistics providers can jointly support innovative technologies and accelerate the transition towards more sustainable aviation. "Sustainable aviation fuels are a key building block for making air travel more sustainable. They remain scarce and costly—which is exactly why we need strong partners," says SWISS CEO Jens Fehlinger. "We are pleased to be working with Kuehne+Nagel to implement the first commercial offtake of Synhelion's fuel. This marks an important step forward and sends a clear signal that we intend to actively shape this path."

AviTrader AVIATION NEWS PUBLICATIONS

AviTrader Publications Corp.
Suite 305, South Tower
5811 Cooney Road
Richmond, BC
Canada V6X 3M1

Publisher
Peter Jorssen
Tel: +1 604 318 5207

Editor
Heike Tamm
editor@avitrader.com
Tel: +34 (0) 971 612 130

Advertising Inquiries
Tamar Jorssen
VP Sales & Business Development
tamar.jorssen@avitrader.com
Phone: +1 (778) 213 8543

Advertising Inquiries "International"
Malte Tamm
VP Sales International & Marketing
malte.tamm@avitrader.com
Phone: +49 (0)162 8263049

For inquiries and comments, please email:
editor@avitrader.com

Follow us on LinkedIn

INDUSTRY PEOPLE


Rita Chraibi

• Royal Air Maroc has appointed **Rita Chraibi** as its new Vice President Cargo, succeeding **Yassine Berrada** and signalling continuity in the airline's long-term cargo ambitions. Chraibi brings close to two decades of experience within Royal Air Maroc, during which she has held a series of senior leadership roles. These positions have given her a detailed understanding of the carrier's strategic priorities, as well as the operational and commercial dynamics of its business. In her new role, Chraibi will be tasked with driving the cargo division's commercial development strategy through to 2037. Her remit includes strengthening customer experience, enhancing service quality and supporting the airline's wider network growth through the launch of new cargo routes. Cargo remains a core element of Royal Air Maroc's overall strategy, underpinning both connectivity and revenue diversification. Speaking following her appointment, Chraibi highlighted the importance of the cargo business to the airline and underlined her intention to build on the solid foundations already in place. She noted that the focus will remain on expanding the network, continuously improving services and keeping customer needs at the centre of all cargo activities. The appointment comes at a time when Royal Air Maroc continues to invest in the development of its cargo offering, aligned with its broader long-term growth plans. By promoting an experienced internal leader, the airline is reinforcing its commitment to stability, institutional knowledge and strategic continuity within the cargo division. Chraibi's leadership is expected to play a key role in shaping the next phase of Royal Air Maroc Cargo's development, as the airline seeks to strengthen its position in regional and international cargo markets while responding to evolving customer and market requirements.


Greg Mays

• Air Transport Services Group (ATSG) has appointed **Greg Mays** as President and Chief Executive Officer, effective January 1, 2026. Mays succeeds **Mike Berger**, who is retiring. Berger will remain with ATSG in an advisory role for part of 2026 to support a smooth leadership transition. Mays, who was named President of ATSG in September 2025, is an experienced aviation executive with a track record of delivering growth and operational excellence. Most recently, as Executive Vice President and Chief Operating Officer at Sun Country Airlines, he led the airline through periods of rapid change and performance improvement. Earlier in his career, he held senior roles at Alaska Airlines, where he helped strengthen maintenance, engineering and labour relations during a period of transformation. He also spent more than a decade at Delta Air Lines, overseeing complex global operations across maintenance, ground handling and cargo. Commenting on his appointment, Mays said: "I am honoured to have been named as the next leader of ATSG and look forward to building on the strong foundation that Mike established during his tenure. I am excited to continue working with our talented teams in my new role as we continue to innovate and expand ATSG's capabilities, with a steadfast focus on safety, operational and financial excellence, and best-in-class service."

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				

LEAP Engines	Sale / Lease	Company	Contact	Email	Phone
(1) LEAP-1B28	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950

WLFC
WILLIS LEASE FINANCE CORPORATION
Power to Spare – Worldwide®

Commercial Engines

PW Small Engines	Sale / Lease	Company	Contact	Email	Phone
(2) PW150A	Now - Sale/Lease/Exch.	Willis Lease	David Desaulniers	leasing@willislease.com	+1 (561) 349-8950
(1) PW127M	Now - Sale/Lease/Exch.				

PW1000 Engines	Sale / Lease	Company	Contact	Email	Phone
(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
(2) 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				

TIODIZE
www.TIODIZE.com
Tiodize T8E-H 1400° F Anti-Seize Grease Replaces Graphite Petroleum grease on the new Gen-X and 9X Jet Engines, to aid in the installation and removal of threaded fasteners.