AVITRADER
AVIATION NEWS PUBLICATIONS
ISSN 1718-7966 JANUARY 26, 2026/ VOL. 1022
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Weekly Aviation Headline News

> At the end of the day, the airlines are the ultimate customer. We're going to have to do more every year for the rest of this decade — serving airlines directly and working hand in hand with our airframe partners.
>
> *Larry Culp, CEO GE Aerospace*

© Shutterstock

GE Aerospace defends itself against accusations from airlines of its pricing power

Airlines feel supply-chain snags, long waits for shop visits and limited spare engine availability have tilted pricing leverage toward manufacturers

Willie Walsh, the Director General of the International Air Transport Association, has openly underscored complaints from the airline industry that soaring maintenance costs and a shortage of engines are having a detrimental effect on their businesses. Additionally, airlines are saying that pricing leverage should have tilted more towards them due to major supply chain problems, long waits for shop visits and very limited availability of spare engines. Currently, the industry as a whole is struggling to deal with the volume of grounded aircraft and repair backlogs. According to Bain & Company, and as airlines are being forced to keep older aircraft flying for longer than originally planned, turnaround times at engine repair shops for newer-generation engines are about 150% higher than pre-pandemic benchmarks. However, in an interview with Reuters news agency, Larry Culp, the CEO of GE Aerospace advised that the engine maker's pricing reflects the scale of investment required to develop and support complex propulsion systems, and the value that engine makers provide over decades-long service lives. "We invest heavily in technology," said Culp, pointing to its roughly US$3 billion in annual research and development spending. He said GE has tried to be clear with customers about "our place in the value chain: the investments we make, the risks we take on, and the value that we create." Culp then went on to say that the company is trying to ease airline frustration by accelerating durability improvements to the LEAP engine family, built through CFM International, GE's joint venture with France's Safran and the sole engine supplier for Boeing's 737 MAX. Regulators in the United States and Europe approved a durability kit for the LEAP-1A engine, which powers Airbus 320neo-family jets, in late 2024 to extend time on wing in hot and harsh operating environments. CFM has said similar durability improvements are being developed for the LEAP-1B, which is used on Boeing's 737 MAX aircraft. Culp advised that the LEAP durability upgrades are "all geared toward improving our product performance and lowering the airlines' cost of ownership". GE Aerospace earns over 70% of its commercial engine revenue from parts and services. There is a degree of antagonism between carriers and engine manufacturers over which should receive priority, engine output to meet production demand, or supporting the increase in demand for aircraft maintenance, a similar situation to that which exists between Airbus and Pratt & Whitney. "At the end of the day, the airlines are the ultimate customer," Culp said. "We're going to have to do more every year for the rest of this decade — serving airlines directly and working hand in hand with our airframe partners." Additionally, there is the question of new trade tariffs and how these are being used to justify price increases. Culp is of the opinion that the industry was still adjusting to shifting trade rules, though he stressed that tariffs were only one element of a wider inflation backdrop. "Everyone has been working through ... how to navigate the new trade environment," Culp told Reuters. "Tariffs and commodity inflation are just part of the equation with respect to thinking about price."

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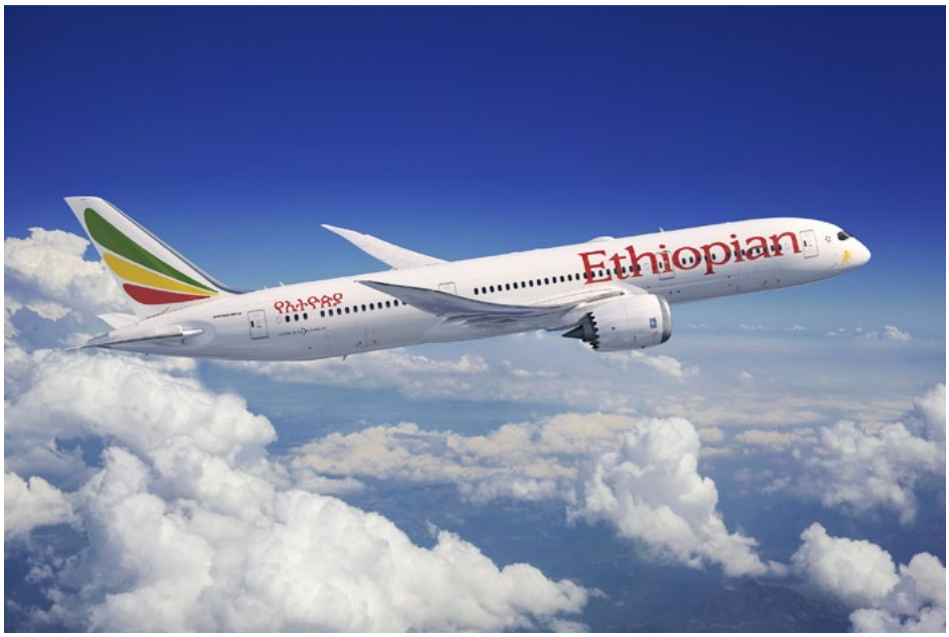
AIRCRAFT & ENGINE NEWS

Ethiopian Airlines expands Dreamliner fleet



Boeing and Ethiopian Airlines have announced the carrier's order of nine 787 Dreamliner airplanes *© Boeing*

Ethiopian Airlines, Africa's largest carrier, has ordered nine Boeing 787 Dreamliner aircraft as demand for long-haul travel continues to grow. The airline will deploy the 787-9 jets to expand its route network, which currently serves 145 international destinations. The latest 787 order follows Ethiopian Airlines' commitment for 11 Boeing 737 MAX aircraft announced at the Dubai Airshow. Both orders were finalised in December 2025, increasing the airline's order book by a total of 20 fuel-efficient Boeing aircraft. Ethiopian Airlines operates Africa's largest 787 Dreamliner fleet, flying its 787-8 and 787-9 aircraft on intercontinental routes from Addis Ababa to high-demand destinations across Europe, Asia and North America, as well as key intra-African routes spanning the world's second-largest continent. "We are pleased to confirm the order for nine Boeing 787 Dreamliner aircraft to further expand our existing fleet. This order underscores our continued commitment to enhancing our fleet with modern, fuel-efficient aircraft, thereby further strengthening our customer service," said Mesfin Tasew, Ethiopian Airlines Group CEO. "We will continue to acquire more aircraft and adopt the latest technologies as part of our strategic vision to advance sustainable aviation."

Elfly and UrbanLink advance electric seaplane vision

Elfly gains US foothold with US$200 million UrbanLink electric seaplane order *© Elfly*

Elfly Group (Elfy), the developer of the all-electric amphibious aircraft NOEMI, has signed a memorandum of understanding (MoU) with UrbanLink, a US-based zero-emission mobility company backed by airline entrepreneur Ed Wegel. The agreement marks a significant step forward for both companies in advancing sustainable regional transport solutions. The MoU includes a ten plus ten soft orders for the NOEMI electric amphibious seaplane, representing a potential order value of approximately US$200 million. While non-binding, the agreement reflects strong commercial interest in NOEMI and underlines growing confidence in electric regional aviation as a viable and scalable market. UrbanLink is developing an integrated zero-emission mobility network spanning air, sea and ground transport. Its initial focus is on hub cities such as Miami, Los Angeles and San Juan, locations well suited to innovative transport solutions that can efficiently connect coastal and island communities. NOEMI's amphibious capability and electric propulsion align closely with UrbanLink's ambition to offer seamless, clean and connected regional mobility. The partnership brings together Elfly's aircraft development expertise and UrbanLink's vision for end-to-end sustainable travel. NOEMI is designed to operate from both conventional runways and water, allowing access to coastlines, rivers, lakes and harbours. These "natural runways", which cover a significant proportion of the planet, enable new route networks with minimal infrastructure investment, while delivering quieter, cleaner and more efficient operations than conventional aircraft. Elfly's leadership views UrbanLink as a strategically aligned partner, representing the type of forward-looking operator needed to accelerate adoption of electric aviation. The agreement comes as Elfly moves into full-scale prototype development of NOEMI, signalling a transition from concept to execution. Florida has been identified as an ideal early market, given its extensive coastline, waterways and island geography, which together provide an optimal environment for electric seaplane operations. With this latest MoU, Elfly has now secured soft orders for more than 70 NOEMI aircraft across five continents. This growing international interest reinforces NOEMI's position in the emerging electric regional aviation sector and highlights the increasing momentum behind zero-emission solutions for short-haul and regional connectivity. Together, Elfly and UrbanLink aim to play a leading role in shaping a cleaner, more flexible future for regional transport.

AIRCRAFT & ENGINE NEWS

IBA report for 2026 projects 1,800 aircraft deliveries

IBA's production forecast for 2026 is 1,800 aircraft across Airbus, Boeing, Embraer, ATR and COMAC *© Shutterstock*

The economic outlook for 2026 looks broadly similar to that of 2025, with plenty of disruption, rapid market reactions and, hopefully, a gradual descent towards calmer conditions. Inflation is easing, interest rates are drifting lower, and oil prices are expected to remain subdued, reflecting weaker demand from China and steady supply from the US and OPEC (Organisation of the Petroleum Exporting Countries). Trade continues to perform despite policy friction and high consumer costs. Demand remains the key driver. While luxury goods and housing remain weak, travel and general consumer spending continue to show resilience. In currency markets, both the US and China are pursuing weaker exchange rates to support exports and manage deficits. For aviation, the environment is broadly supportive. Fuel prices remain low, profits are up, and airlines are in no hurry to add capacity beyond taking new aircraft deliveries. That discipline, however, tends to erode as route competition intensifies, often with painful consequences. Aircraft supply is the main potential swing factor. 2025 marked a turning point, with meaningful production progress across OEMs. Airbus increased final assembly activity in preparation for higher rates, while Boeing's return to a more stable production flow, although still behind Airbus, provided an important signal of confidence. IBA's production forecast for 2026 is 1,800 aircraft across Airbus, Boeing, Embraer, ATR and COMAC. This represents a significant increase over 2025, but no greater than the rise seen last year over 2024. For Airbus, this equates to just over 900 aircraft: 700 A320-family jets, just over 100 A220s, 42 A330s and 65 A350s. For Boeing, a total of around 670 aircraft is expected, comprising roughly 510 737s, more than 100 787s, and 25–30 each of the 767 and 777F, alongside continued progress towards certification milestones. Deliveries from Embraer, ATR and COMAC are broadly in line with the growth expectations set two years ago, albeit delayed. Embraer is expected to lead with 85–90 E-Jets, ATR to return to more than 40 aircraft, and COMAC to deliver more than 55 units across the C909 and C919 programmes. This, of course, remains dependent on the ability to source US components. The key question is the impact on the secondary market. Lease rates for older aircraft have softened but remain well above historical norms, reflecting balance rather than weakness. There is no oversupply of flyable aircraft, and airlines are focused on maximising the use of existing assets rather than pursuing aggressive growth. Lease commencements and expiries are at historic lows, with shorter tenors now the norm. As new deliveries ramp up, will utilisation of older aircraft ease back towards historical levels? High utilisation cannot be sustained indefinitely, particularly as maintenance and reliability pressures build, but unit costs and profitability have moved in the right direction, and it can become difficult to step back. Wide-bodies remain a different story, with little sign of softening and continued upward momentum. Transaction activity is expected to increase, driven in part by deliveries and sale-and-leaseback transactions, but growth in sales with leases attached is likely to dominate. Expect increased ABS issuance—potentially exceeding US$10 billion—alongside further significant M&A activity and short-term lease extensions. The outlook for retirements remains uncertain. While engine demand should continue to support part-out activity, retirement volumes may remain below long-term historical norms if operators retain aircraft, particularly against the backdrop of elevated storage levels of GTF-powered A320s. Month-on-month improvements since the October 2025 peak are encouraging, although they may be seasonal. Even so, elevated engine values and lease rates are likely to drive further opportunistic part-outs.

SkyWorks delivers strong quarter of global aviation mandates in Q4 2025

SkyWorks has reported its Q3 2025 activities *© Shutterstock*

SkyWorks Holdings announced the completion of multiple transactions and the launch of new mandates during the fourth quarter of 2025 across its advisory and asset management platform. The firm advised a North American low-cost carrier on amendments to its aircraft order book and separately supported another North American low-cost carrier on its commercial, business and fleet planning. SkyWorks also conducted an in-depth analysis of Viva's fleet and operations in support of Viva's strategic transaction with Volaris. During the quarter, SkyWorks arranged the sale of four aircraft on behalf of Sierra Echo Aircraft Leasing, comprising two A320-200s leased to Batik Air, one 737-900ER leased to Thai Lion Air and one 787-8 leased to Aeromexico. In addition, the firm arranged lease extensions for three A320-200 aircraft operated by American Airlines and for one A320-200 aircraft operated by Bangkok Airways, acting on behalf of a US-based investor. SkyWorks was also engaged as co-financial adviser to the ad hoc committee of secured noteholders and debtor-in-possession lenders in the Spirit Airlines Chapter 11 proceedings. New mandates included an engagement by an Asia-Pacific low-cost carrier to arrange the sale of three 737-800 aircraft, advisory work for an EMEA flag carrier relating to a potential long-haul aircraft order, and support for a North American network carrier in selecting engines for its A321neo fleet currently on order.

AIRCRAFT & ENGINE NEWS

Serbia selects Archer for eVTOL partnership

Serbia has selected Archer as its preferred eVTOL partner *© Archer Aviation*

Archer Aviation (Archer) has signed a partnership agreement with the Government of the Republic of Serbia as the country positions itself to play a leading role in the adoption of electric air taxis across Europe. Under the agreement, Serbia has selected Archer as its preferred eVTOL partner and retains the option to acquire an initial fleet of Archer's Midnight aircraft, with provision for the purchase of up to 25 aircraft in line with the applicable legal framework. The agreement was signed at the World Economic Forum in Davos, Switzerland, in the presence of Serbian President Aleksandar Vučić and Archer founder and Chief Executive Officer Adam Goldstein. The signing formally establishes Archer as Serbia's preferred air taxi partner and marks a significant step in the country's advanced air mobility ambitions. The partnership builds on Archer's expanding portfolio of public-private collaborations aimed at launching air taxi services in international markets, including the United Arab Emirates, Saudi Arabia, India, Japan and Korea. Serbia's inclusion further strengthens Archer's presence in Europe as governments explore sustainable and innovative transport solutions. As part of the agreement, Archer will act as the official air taxi partner for EXPO 2027 Belgrade, which will run from May to August 2027. Serbia intends to use the global event to showcase next-generation transport technologies and demonstrate the potential benefits of advanced air mobility to an international audience. Belgrade secured the right to host EXPO 2027 following a competitive international selection process and is expected to welcome millions of visitors from more than 130 countries. The event is anticipated to drive substantial investment in infrastructure and transport, creating long-term benefits for the city and the wider region. Alongside the air taxi partnership, Archer has entered into a strategic dialogue with the Serbian government to explore potential cooperation on industrial development. Discussions include opportunities related to industrialisation, rare earth magnets and critical minerals used in battery production.

MRO & PRODUCTION NEWS

General Atomics breaks ground on new MQ-9B hangar

GA-ASI have broken ground on a new hangar in El Mirage, Calif. on January 14 *© GA-ASI*

On January 14, General Atomics Aeronautical Systems, Inc. (GA-ASI) began construction of a new hangar at El Mirage Airfield in El Mirage, California. The facility is being developed in the high desert of Southern California, adjacent to GA-ASI's existing Desert Horizon Flight Operations facility. The project will deliver nearly 85,000 ft² of new hangar space dedicated to housing and testing GA-ASI's latest remotely piloted aircraft, the MQ-9B SkyGuardian and SeaGuardian. The new building will significantly expand the company's capacity to support growing production and flight test activity for the MQ-9B programme. As part of the development, GA-ASI plans to allocate space for up to 12 new certifiable ground control stations. These systems are used to operate remotely piloted aircraft and form a critical element of the overall MQ-9B operating architecture. The ground-breaking ceremony was attended by GA-ASI employees and local officials. Speakers included GA-ASI Chief Executive Linden Blue, San Bernardino County Supervisor for the Second District Jesse Armendarez, and Ryan Elmer, Chief Executive of Parkway Construction. Parkway Construction is serving as the lead contractor for the project. Linden Blue said the start of construction marked an important milestone for the company as demand for the MQ-9B continues to grow. He noted that the aircraft represents the latest generation of remotely piloted aircraft technology, making it essential for GA-ASI to invest in the people and facilities required to manufacture and test the platform effectively. International interest in the MQ-9B remains strong, with orders placed by countries including the United Kingdom and Canada. Germany recently became the latest customer, announcing the purchase of eight SeaGuardian aircraft. Beyond supporting aircraft and ground control station development, the new hangar complex will include three aircraft launch pads and four additional gate terminals, further enhancing GA-ASI's operational capability at El Mirage.

ST Engineering, LOT prolong Dreamliner support

LOT Boeing 787 Dreamliner *© LOT Polish Airlines*

ST Engineering's Commercial Aerospace business has expanded its longstanding partnership with LOT Polish Airlines with the signing of a new five-year nacelle MRO agreement covering the carrier's fleet of 15 Boeing 787 Dreamliners. The exclusive agreement not only renews ST Engineering's role as LOT's nacelle MRO provider but also introduces a structured refurbishment programme that integrates predictive maintenance methodologies into the airline's nacelle lifecycle strategy. The enhanced scope of the partnership represents a shift in how nacelle maintenance is planned and executed for LOT's 787 operations. Rather than relying on a predominantly reactive maintenance approach, the new programme adopts a more data-driven framework designed to improve long-term planning and decision-making. By embedding predictive reliability modelling and soft time-based scheduling, the initiative aims to reduce unscheduled removals, improve turnaround performance and strengthen overall asset integrity, while providing greater visibility and control over maintenance costs. For LOT Polish Airlines, the move is intended to enhance operational resilience and aircraft availability across its long-haul network. Nacelles are critical, high-value components, and unexpected maintenance events can result in significant disruption and cost. The structured refurbishment programme is designed to mitigate these risks by anticipating maintenance requirements earlier in the lifecycle, allowing interventions to be planned more efficiently and aligned with operational priorities. Wiktor Radon, Technical Operations Managing Director at LOT Polish Airlines, said: "This programme is a strategic investment in operational efficiency and long-term value creation for fleet resilience. Predictive maintenance provides measurable advantages: fewer unscheduled events, assured turnaround times, and enhanced aircraft availability — outcomes that underpin our financial objectives and reinforce service continuity for our customers."

MRO & PRODUCTION NEWS

IATA and CFM extend open aftermarket agreement

IATA and CFM International have renewed their pro-competitive agreement on engine maintenance
© IATA

IATA has announced the renewal of its agreement with CFM International through February 2033, reinforcing efforts to increase competition in the MRO market for CFM engines. CFM is a 50/50 joint venture between GE Aerospace and Safran Aircraft Engines. The agreement is intended to address long-standing airline concerns over restrictive aftermarket practices that have limited competition and driven up costs. These pressures have intensified in recent years as maintenance capacity constraints and broader aerospace supply chain disruptions have grounded aircraft and increased expenses. IATA estimates that such challenges added US$5.7 billion to airline engine leasing and maintenance costs in 2025 alone. IATA said the timing of the renewal is critical. While not a complete solution, the pro-competitive commitments embedded in the agreement are seen as essential to the long-term health of the industry and could also provide short-term cost and capacity relief as airlines work to meet demand amid ongoing supply chain issues. IATA's Director General, Willie Walsh, praised CFM for leading on reform and urged other manufacturers to follow suit. CFM said the extended agreement reaffirms its commitment to an open and competitive aftermarket. The company highlighted its broad MRO ecosystem, which includes dozens of third-party providers, delivering lower ownership costs and greater choice for airline customers. CFM noted that this model was pioneered with the CFM56 engine family and is now being applied to LEAP engines, with multiple independent shops competing for overhaul and repair work. First signed in 2019, the agreement includes conduct policies adopted by CFM to expand opportunities for third-party engine parts suppliers and MRO providers across all CFM commercial engine programmes, including both CFM56 and LEAP engines.

Airbourne Colours to repaint Austrian Airlines' A320 fleet

Airbourne Colours, an aircraft painting and refinishing specialist, has announced a new partnership with Austrian Airlines to deliver a comprehensive painting programme for the airline's Airbus A320 fleet. Under the agreement, ten aircraft will be repainted at Airbourne Colours' East Midlands Airport paint facility, marking a strong start to 2026 for the company's aircraft painting services. The programme is already underway, with a series of back-to-back aircraft inputs ensuring a full and busy first quarter for the Airbourne team. The project further strengthens Airbourne Colours' reputation as a trusted partner to leading international carriers, reflecting its clear understanding of customer requirements to protect assets and enhance brand identity while minimising downtime. In addition to its East Midlands base, Airbourne Colours operates two dedicated paint hangars at Teesside International Airport, following the opening of a second facility in November 2025. Together, these sites reinforce the company's position as a leading independent aircraft painting provider in the UK.

Austrian Airlines A320 *© AirTeamImages*

MRO & PRODUCTION NEWS

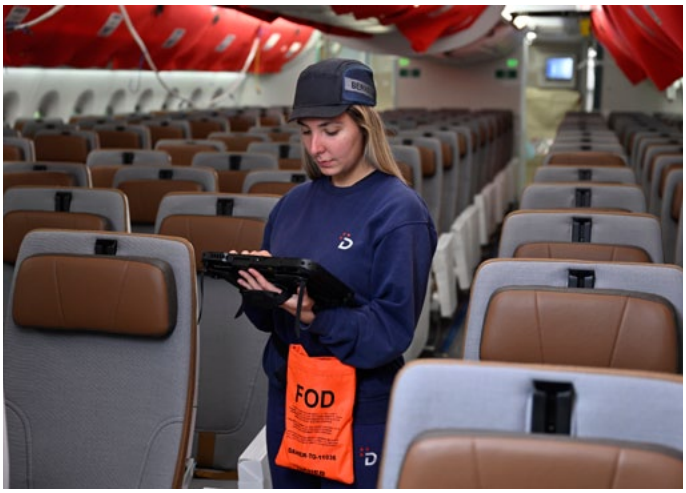
Korean Air and Dviation Technics forge strategic MRO partnership

MoU signing between Korean Air and Dviation Technics *© Dviation Technics*

Korean Air Lines has signed a memorandum of understanding (MoU) with Dviation Technics, a wholly owned subsidiary of Malaysia's Dviation Group. The agreement lays the groundwork for a new strategic alliance within the Asia-Pacific aviation ecosystem, combining the scale and operational experience of a leading global airline with the capabilities of one of the region's fastest-growing independent aircraft maintenance providers. Through this collaboration, Korean Air and Dviation Technics will pursue joint initiatives to enhance line maintenance services, improve operational reliability and support the development of the next generation of aviation professionals. Under the MoU, the two parties will establish a framework for mutual support, with a particular focus on enabling Korean Air's network expansion. This includes ensuring seamless maintenance coverage as the airline introduces new routes and aircraft types. Dviation Technics will provide priority technical support through deployable field engineers, offering rapid response and on-site troubleshooting as required. The agreement also creates a platform for broader cooperation beyond line maintenance, including base and engine maintenance, aircraft painting, cabin refurbishment and end-of-lease management. In addition, the MoU places strong emphasis on human capital development, with both organisations committed to structured on-the-job training, comprehensive Part-66 and Part-147 technical training, and wider industry outreach to attract and develop future aircraft maintenance professionals.

Daher expands role on Airbus wide-body assembly lines

Daher is strengthening its operations on Airbus final assembly lines in Toulouse, France, supporting long-haul wide-body aircraft following the renewal of cabin outfitting contracts for the A350 and A330 programmes. On the A350, Daher is involved in one out of every two aircraft assembled, delivering high value-added services including installation, assembly, quality inspection and technical support. Renewed in October, these contracts underpin the planned production ramp-up of the A350 programme, which is scheduled to reach a rate of 12 aircraft per month by 2028. Nearly 200 Daher employees are currently assigned to cabin outfitting activities, with the workforce expected to increase to 260 by the end of 2026. For the A330, Daher continues a long-standing collaboration of more than 30 years with Airbus on the aircraft's final assembly. The contract covers three work packages: sidewall panels, overhead stowage bins and the integration of oxygen modules. A dedicated team of 45 specialists supports a steady production rate of four aircraft per month. "These renewals confirm Daher's strategic role and our ability to support the ramp-up of long-haul aircraft programmes," said Cédric Eloy, Chief Executive Officer of Daher Industrial Services.



Daher is strengthening its operations on the Airbus final assembly lines in Toulouse, France *© Daher*

COMTRONIC selected for D328eco cockpit overhead panel

Nico Neumann (l), CEO of Deutsche Aircraft and Gilles Heinrich (r), President of MAFELEC Team *© Deutsche Aircraft*

COMTRONIC GmbH, a member of the MAFELEC Team and based in Schönau, Germany, has been a trusted supplier of aerospace human–machine interface solutions for almost five decades. The company is recognised for its expertise in illuminated panels, bespoke keypads and advanced optical technologies, supporting modern cockpits and mission-critical systems worldwide. COMTRONIC has been selected by Deutsche Aircraft to supply the complete overhead panel for the 40-seat D328eco regional turboprop, an aircraft designed with a strong focus on sustainability, efficiency and operational simplicity. The selection further strengthens COMTRONIC's position in next-generation cockpit design. The overhead panel is a central element of the D328eco cockpit architecture, integrating critical aircraft systems through intuitive, pilot-friendly ergonomics. COMTRONIC's solution draws on advanced optical engineering and robust design to deliver high levels of reliability and precision, even under demanding operating conditions. The scope of supply includes illuminated panels and sub-panels with optimised day and night readability, custom control units and keypads tailored specifically to the D328eco cockpit, and advanced optical and photometric engineering to ensure uniform illumination, effective anti-glare performance and optional night vision imaging system compatibility. The programme also covers full qualification documentation in line with RTCA/DO-160, MIL-STD and aerospace certification standards, as well as ongoing technical support throughout development and the industrial ramp-up phase.

MRO & PRODUCTION NEWS

SR Technics opens new engine facility in Bad Zurzach

From left to right: Robert Volmering, Natascha Martin, Pierre Berthelot, Shamsodin Kiani and Eduard Van de Haar
© SR Technics

SR Technics has begun operations at its new facility in Bad Zurzach, further expanding the company's global engine maintenance footprint. From January 2026, the site will provide Quick Turn Services, including high-level engine inspections, repairs, modifications and field assistance for CFM56-5B/7B and PW4000 engines, supporting operators worldwide. The new site, known as SR Technics Zurzach, has been established to enable fast and efficient maintenance activity, helping aircraft return to service with minimal downtime. All required regulatory approvals and certifications, including those from the Swiss Federal Office of Civil Aviation, have been secured, allowing operations to commence as planned. The first engine induction at the facility will be a CFM56-7B operated by Transavia Airlines, marking the official operational launch of the site. Commenting on the opening, Owen McClave, Chief Executive Officer of SR Technics, said the start of operations in Bad Zurzach, located close to the company's two engine test cells in Zurich, underlines SR Technics' commitment to providing full-service support to its customers. Pierre Berthelot, General Manager of Zurzach, added that the dedicated Quick Turn and field assistance capabilities will allow the company to respond immediately to customer requirements while continuing to invest in people, capabilities and infrastructure. Renovation work on the facility began in January 2025, converting an existing industrial building into a modern, purpose-designed engine maintenance environment. As operations ramp up, SR Technics plans to grow its workforce in Zurzach to around 100 employees, supporting both business expansion and regional employment. The company continues to develop the Zurzach site as part of its wider growth strategy.

MRO & PRODUCTION NEWS

Cavorite X7 design evolution accelerates performance and safety

Horizon Cavorite X7 closed wings *© Horizon Aircraft*

New Horizon Aircraft has announced significant technical updates to its Cavorite X7, further enhancing safety, aerodynamics and cruise performance. Following the successful transition flight of its large-scale prototype in May 2025, which validated the company's patented fan-in-wing technology, Horizon Aircraft has progressed to the design and build of its full-scale hybrid-electric VTOL aircraft. The refined Cavorite X7 design is the result of close collaboration between Horizon Aircraft's experienced engineering team and internationally recognised mobility designer Andrea Mocellin, delivering further safety improvements while optimising overall performance. The aircraft now incorporates a total of 12 vertical lift fans, with five in each wing and one in each canard. By replacing four smaller canard fans with two wing-sized units, all 12 lift fans are standardised, improving manufacturing efficiency, boosting performance and simplifying maintenance. This change has been implemented without reducing safety margins, supported by a redundant dual-motor architecture powering each lift fan. Aerodynamic efficiency has also been improved through the re-profiling of the canard and tail surfaces, reducing drag, enhancing cruise efficiency and improving overall stability in flight. Passenger comfort has been further elevated through a slight extension of the cabin and a redesigned window layout, providing increased legroom and improved sightlines to create a more spacious and premium in-cabin experience.

FTAI deepens CFM56 aftermarket partnership

CFM56 5B engine *© CFM International*

FTAI Aviation (FTAI) has announced a multi-year materials and support agreement with CFM International that reinforces both companies' commitment to sustaining the long-term viability of the CFM56 engine programme. The agreement strengthens collaboration between FTAI and CFM, the GE Aerospace and Safran Aircraft Engines joint venture, at a time when demand for current-generation narrow-body aircraft remains strong worldwide. Under the new arrangement, FTAI will gain access to original equipment manufacturer replacement parts, thrust performance upgrades and approved component repair solutions for the CFM56, which remains the largest commercial aircraft engine population in service globally. The agreement is designed to support the extension of engine life through optimised maintenance and repair strategies, while also enhancing the resilience and openness of the global MRO ecosystem. FTAI's role as an independent aftermarket provider is central to the agreement. By securing reliable access to OEM-backed materials and repairs, the company aims to improve the availability, predictability and cost efficiency of CFM56 engine maintenance for airlines and lessors. This is particularly relevant as many operators continue to rely heavily on CFM56-powered fleets to meet near- and medium-term capacity needs, given ongoing delivery constraints for new aircraft and engines. Joe Adams, Chairman and Chief Executive Officer of FTAI Aviation, highlighted the strategic importance of the agreement in supporting airline operations. He noted that FTAI's objective is to provide efficient aftermarket solutions that allow airlines to focus on flying while reducing operating costs and improving fleet reliability. With CFM56-powered aircraft continuing to see high utilisation levels, Adams said the agreement enhances FTAI's ability to meet the long-term maintenance requirements of the global fleet, which the company expects to remain robust well into the next decade. From an operational perspective, the agreement also supports increased throughput and scalability within the CFM56 aftermarket. David Moreno, Chief Operating Officer of FTAI Aviation, described the collaboration as a foundation for a stronger and more resilient support environment for the engine type. Access to new parts and approved repair solutions is expected to help accelerate engine shop visits and support higher production and maintenance volumes, addressing one of the key bottlenecks facing the industry.

Magnetic MRO expands Tallinn base with opening of fifth hangar

Magnetic MRO has commissioned renowned Estonian street artist Von Bomb (Indrek Haas) to create artwork on the hangar doors *© Magnetic MRO*

Magnetic MRO, a global provider of aircraft maintenance, repair and overhaul services, has opened its fifth hangar at Tallinn Airport (EETN). The expansion substantially increases the Magnetic Group's base maintenance capacity and is expected to create 80 direct jobs and a further 240 indirect roles across the local aviation sector. "Capacity on its own is not the story – capability is," said Jan Kotka, Managing Director at Magnetic MRO. "The additional capacity at our Tallinn facility allows us to scale critical checks, integrate more digital and data-driven processes, and introduce services our customers are asking for, setting a higher benchmark for turnaround times, transparency and total cost of ownership." The new hangar adds 8,800 m² of space and includes three heavy maintenance bays. It has been designed to meet LEED Silver certification standards for energy efficiency, features a 150-kW solar power system, and is equipped with specialised aircraft maintenance platforms, including tail docks, wing platforms and access stairs. With this expansion, Magnetic MRO says it has reached a "sweet spot" capacity, balancing demand and capability in the heavy maintenance segment. Future growth will focus on expanding the Magnetic Group's engine workshop capabilities and developing talent through the Magnetic Academy. The company has introduced a distinctive visual element to the facility by commissioning renowned Estonian street artist Von Bomb (Indrek Haas) to create artwork on the hangar doors reflecting the company's belief that technical excellence and creativity can coexist in aviation. The hangar has been operational since early January 2026. All three bays are now active and supporting ongoing base maintenance work, staffed by experienced Magnetic MRO engineers and technicians to ensure continuity in service quality and safety standards.

MRO & PRODUCTION NEWS

QT Aerospace secures UK CAA Part 145 approval

QT Aerospace has officially received UK Civil Aviation Authority Part 145 approval, certification number UK.145.50883, marking a key milestone in the company's global expansion and its commitment to the highest international standards in aircraft maintenance and repair. The UK CAA Part 145 certification authorises QT Aerospace to carry out maintenance, repair and overhaul services in line with stringent UK and international aviation safety requirements. The approval strengthens the company's ability to support operators, lessors and MRO partners worldwide with compliant, high-quality composite repair solutions. The certification enhances QT Aerospace's capability to support UK-registered aircraft as well as international operators that require CAA-approved maintenance providers. The approval also complements QT Aerospace's existing regulatory credentials and aligns with the company's long-term strategy to expand its global footprint while maintaining best-in-class operational standards.

FINANCIAL NEWS

TransDigm to acquire Jet Parts Engineering and Victor Sierra Aviation

TransDigm has acquired JPE and VSA for US$2.2 billion *© Shutterstock*

TransDigm Group Incorporated (TransDigm) has entered into a definitive agreement to acquire Jet Parts Engineering and Victor Sierra Aviation Holdings, portfolio businesses of Vance Street Capital, for approximately US$2.2 billion in cash, including certain tax benefits. The acquisition expands TransDigm's presence in the commercial aerospace aftermarket, adding two established platforms focused on proprietary, highly engineered components and services. Jet Parts Engineering (JPE), headquartered in Seattle, Washington, is an independent designer and manufacturer of aerospace aftermarket solutions. The company specialises in proprietary OEM-alternative parts and repair services, supplying commercial, regional and cargo airlines, as well as maintenance, repair and overhaul providers. JPE's portfolio is largely made up of 'Parts Manufacturer Approval' components, with strong representation across major commercial aircraft platforms. Nearly all of its revenue is generated from the commercial aftermarket. Alongside its engineering headquarters in Seattle, JPE operates engineering and component repair facilities in Texas, New York, Florida, Alabama and the United Kingdom. The business employs approximately 300 people and is recognised for its engineering capability and long-standing customer relationships within the global aerospace aftermarket. Victor Sierra Aviation Holdings (VSA) is a designer, manufacturer and distributor of proprietary PMA and other aftermarket parts, serving the commercial aerospace market with a particular focus on general and business aviation. VSA comprises a portfolio of well-known brands, including McFarlane Aviation, Tempest Aero Group and Aviation Products Systems. Its offering includes highly engineered PMA products, custom-designed and OEM components, as well as service and repair station capabilities. Almost all of VSA's revenue is derived from the commercial aftermarket. VSA's primary operations are located in Baldwin City, Kansas; Burlington, North Carolina; and Granite City, Illinois, supported by additional facilities in Illinois, Texas, Kentucky and Washington to maintain close proximity to customers. VSA employs approximately 400 people.

KKR strengthens stake in Altavair

KKR will strengthen its ownership in Altavair and sister company AV AirFinace *© Altavair*

KKR, a global investment firm, and Altavair, a frontrunner in commercial aviation leasing and financing, have signed a definitive agreement under which KKR will increase its ownership stake in Altavair and its sister company, AV AirFinance. KKR will fund the investment from its balance sheet. The new investment deepens the long-term strategic partnership between KKR and Altavair, which invests across the global leased aircraft market. Since the partnership was launched in 2018, KKR-managed funds have committed more than US$5 billion to aircraft leasing and lending transactions. "We are pleased to build on our long-standing relationship with Altavair and reinforce our commitment to the aviation sector, which is an important area of opportunity for our Asset-Based Finance strategy," said Daniel Pietrzak, Partner and Global Head of Private Credit at KKR. "We look forward to supporting Altavair further with our long-term capital as it continues to meet the evolving fleet needs of airlines and operators around the world." "Commercial aircraft assets have proved to be highly resilient across market cycles, supported by long-term demand for global air travel and strong contractual protections," said Brandon Freiman, Partner and Head of North American Infrastructure at KKR. "Altavair is well positioned to execute at scale across the aviation ecosystem, and we are pleased to expand our partnership as the platform continues to grow." To support Altavair's next phase of growth, Matthew Hoesley, Chief Commercial Officer, will expand his remit to become President & Chief Commercial Officer of Altavair, and Andrew Carpenter, Head of Tax & Accounting, will become Chief Financial Officer of Altavair.

FINANCIAL NEWS

Safran agrees sale of EZAir stake to Embraer

Safran has entered into a definitive agreement with Embraer for the sale of Safran Cabin's shares in EZAir, the companies' 50/50 joint venture. EZAir manufactures aircraft interiors for Embraer at its facility in Chihuahua, Mexico, and also supports associated aftermarket activities, as well as related engineering and manufacturing work in Brazil. Under the terms of the agreement, Embraer will acquire Safran Cabin's entire shareholding in the joint venture, resulting in full ownership of the Chihuahua operation. The site employs approximately 1,100 people and plays a central role in the production of Embraer cabin interiors. Once the transaction is completed, EZAir and its Mexican operations will be fully integrated into Embraer's industrial footprint. In parallel with the transfer of the joint venture, the activities of Safran Cabin Brazil that are directly linked to Embraer programmes will also be transferred to Embraer. These activities include engineering and manufacturing work carried out in support of Embraer aircraft. This move is intended to simplify the industrial set-up for both groups and align programme responsibilities more closely with Embraer's internal operations. Safran will, however, retain the non-Embraer-related engineering services activities currently undertaken by Safran Cabin Brazil. These operations will continue to be part of Safran's cabin business and will remain focused on supporting other customers and programmes within the group's broader aerospace portfolio. The transaction forms part of an agreed strategic realignment between Safran and Embraer, enabling each company to concentrate on its respective priorities. For Embraer, full ownership of EZAir is expected to strengthen control over cabin interior development, manufacturing and aftermarket support across its aircraft programmes. For Safran, the transaction allows a sharper focus on its core cabin activities and customer base outside Embraer programmes. Completion of the transaction remains subject to the receipt of all applicable regulatory approvals, as well as the fulfilment of customary conditions typically associated with transactions of this nature. Until those approvals are obtained, both companies will continue to operate in accordance with existing arrangements.

Capital A completes aviation business disposal to AirAsia X

Capital A Berhad has completed the disposal of its aviation businesses, AirAsia Berhad and AirAsia Aviation Group Limited, to AirAsia X Berhad (AAX), as disclosed in its Bursa Malaysia announcement dated January 16. The move concludes a six-year restructuring process initiated after the COVID-19 shock and marks a structural reorganisation of the wider group, rather than an abandonment of aviation activity across the brand. The transaction was settled through the allotment and issuance of 2,307,692,307 new AAX shares to Capital A and its entitled shareholders via a dividend-in-specie. In conjunction with the share issuance, AAX assumed MYR3.8 billion (US$936 million) previously owed by Capital A to AirAsia Berhad. Separately, AAX also issued 606,060,606 placement shares to investors. Both the consideration shares and the placement shares are scheduled to be listed and quoted on Bursa Malaysia's Main Market on January 19, 2026. The completion of the transaction consolidates all AirAsia-branded airlines under a single airline platform, described as the AirAsia Group, within AAX. The stated objective is to create a unified airline structure capable of delivering better network connectivity and improved value to customers through a single operating platform and aligned commercial strategy. Following the consolidation, Capital A is repositioning its strategic focus towards building out its non-airline portfolio. Tony Fernandes, Chief Executive of Capital A, framed the milestone as the end of the group's most challenging chapter and the culmination of one of the most demanding restructuring exercises undertaken by an aviation group in the wake of the pandemic-driven shutdown of air travel. He credited employees, shareholders, partners and regulators for enabling the group to progress through a step-by-step process of approvals and implementation and characterised the completion as evidence of organisational resilience and determination. Fernandes also signalled that the post-transaction structure is designed to allow both sides of the broader ecosystem to accelerate: the consolidated airline group under AAX, and Capital A's non-airline businesses. He highlighted ADE, Teleport, AirAsia MOVE, AirAsia Next and Santan as key parts of Capital A's ecosystem that will sharpen strategic focus, pursue growth and support long-term sustainability and shareholder value creation. In effect, the transaction reunifies the AirAsia airline brands under one listed airline platform, while Capital A evolves into a broader, non-airline holding and operating group that continues to sit alongside the AirAsia brand ecosystem.

MILITARY AND DEFENCE

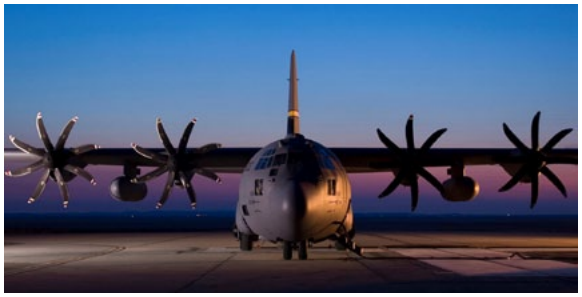
Sabena technics secures Franco-German C-130J support deal

Sabena Technics has won a contract for the MRO of the C130J-30 and KC-130J aircraft *© Sabena Technics*

At the end of December 2025, the French Air Force Maintenance Directorate (DMAé) awarded Sabena technics a major contract for the MRO of the C-130J-30 and KC-130J aircraft operated by the Binational Air Transport Squadron based at Évreux Air Base 105. With a duration of ten years, the agreement represents one of the largest military contracts ever secured by Sabena technics and marks a significant milestone in the expansion of its military fleet support activities. Under the contract, Sabena technics will deliver full MRO services for ten aircraft across the French and German fleets, comprising five C-130J and five KC-130J aircraft. The scope of work is extensive and covers scheduled maintenance visits to be performed at the company's Bordeaux facility, alongside comprehensive supply chain and repair management. The contract also includes the establishment of an on-site technical front office and substantial logistics facilities at Évreux Air Base 105, ensuring close operational support to the squadron. In addition, Sabena technics will provide round-the-clock technical support and assistance, as well as full airworthiness management services under its continuing airworthiness management organisation approval. This integrated approach is designed to maximise aircraft availability and operational readiness throughout the life of the programme. Sabena technics brings established expertise in supporting C-130 fleets, having already provided maintenance services for the French Air and Space Force's C-130H aircraft and conducted C-check inspections on Franco-German C-130J aircraft for several years. The successful delivery of the programme will rely on dedicated teams based both in Bordeaux and at Évreux Air Base 105, with this co-location intended to ensure responsiveness, operational proximity and high overall support performance. The programme will be delivered in close partnership with Lockheed Martin, the manufacturer of the C-130J, continuing a long-standing collaboration between the two companies. It also includes partnerships with Rolls-Royce and Dowty to support the C-130J powerplant systems.

MILITARY AND DEFENCE

Collins Aerospace strengthens C-130 wheels and brakes support



Collins Aerospace will enhance hardware and logistics support for wheels and brakes on the C-130 Hercules *© Air National Guard*

Collins Aerospace has signed three-year parts distribution agreements with Integrated Procurement Technologies (IPT), S3 AeroDefense and Derco, a Lockheed Martin company, to strengthen hardware and logistics support for C-130 Hercules wheels and brakes. By expanding its network of distribution partners, Collins Aerospace will provide more targeted, end-to-end support for C-130 operators across the full hardware lifecycle. The agreements benefit international customers currently operating C-130 aircraft equipped with Collins wheels and brakes, as well as those considering fleet upgrades. "The C-130 Hercules plays a vital role in global air mobility, supporting missions ranging from combat operations to humanitarian relief," said Matt Maurer, Vice President and General Manager of Landing Systems at Collins Aerospace. "Wheels and brakes are mission-critical components, enabling safe take-offs, landings and ground operations on some of the world's most demanding runways. These agreements will help ensure fleet readiness, allowing our customers to operate wherever they are needed most." The C-130 Hercules is one of the most successful and longest-serving military aircraft in history. Operated by more than 70 countries, it has been deployed in every major US conflict since 1954 and is capable of landing on short, rough or unpaved runways inaccessible to fighter aircraft. Equipped with DURACARB® technology, Collins Aerospace brakes deliver extended service life, reduced maintenance requirements and improved operational efficiency, offering customers long-term value and cost savings.

INFORMATION TECHNOLOGY

Parata Air goes live with AMOS *© Swiss-AS*

Parata Air, a South Korean start-up airline, has gone live with AMOS, the maintenance and engineering solution from **Swiss AviationSoftware** (Swiss-AS), to support the launch of its commercial operations and future growth. Parata Air entered the market with a fleet of four aircraft, comprising two Airbus A330s and two Airbus A320s. At go-live, one A330 and one A320 are in active service, with the remaining two aircraft scheduled to enter operations shortly. The airline operates domestic routes within South Korea, as well as international services to destinations including Japan and Southeast Asia. Parata Air has implemented the AMOS Airline Edition as the backbone of its maintenance and engineering activities. The system went live in November 2025, supporting maintenance planning, execution and regulatory compliance from day one of operations. "Going live with AMOS is a major milestone for Parata Air as we grow our operations with clear, compliant maintenance processes. We selected AMOS as our core maintenance system from the outset because our review confirmed that it aligns strongly with airworthiness authority requirements. It also standardises workflows and records across planning, engineering, line maintenance and materials, giving us the visibility and control we need every day," said the Director of the Aircraft Maintenance Division at Parata Air. As a start-up airline, Parata Air benefited from a focused and efficient implementation approach. Many members of the technical team brought prior AMOS experience, enabling rapid system set-up and clear process alignment. The initial implementation scope covers the core maintenance processes required for daily operations and regulatory compliance. In a future phase, Parata Air plans to extend its use of AMOS to include financial management processes, further strengthening its integrated airline IT landscape.

Riyadh Air has marked its entry into the global air cargo market with the launch of Riyadh Cargo *© Riyadh Air*

Riyadh Air, Saudi Arabia's new national carrier, has launched its cargo operations under the brand name **Riyadh Cargo**, marking its formal entry into the global air cargo market and the activation of belly-hold cargo services across its wide-body fleet. Riyadh Cargo will leverage the substantial capacity available on Riyadh Air's orderbook of more than 120 wide-body aircraft to move goods efficiently and reliably, strengthening connectivity between global markets. The cargo operation is being developed through a deliberate, phased strategy designed to build a scalable and fully integrated business anchored at the airline's Riyadh hub. Growth will be aligned closely with network expansion and the airline's increasing operational maturity. The cargo division has already begun operations as part of Riyadh Air's wider 'Pathway to Perfect' process and has demonstrated early operational momentum on the Riyadh–London Heathrow route. During this initial phase, Riyadh Cargo has successfully transported significant volumes across a diverse range of commodities, including garments and textiles, fresh flowers, seafood, tea and coffee. These early movements highlight the operation's ability to manage time-sensitive, perishable and high-value shipments with consistency and reliability. Pravin Singh, Global Head of Cargo at Riyadh Air, said the cargo business has been designed with a long-term vision from the outset. "Riyadh Cargo has been built with a clear focus on operational discipline, reliability, and long-term scalability," he said. "Launching within a live environment allows us to test, learn, and continuously refine how we operate, while delivering real value to our customers from the get-go. The launch of the brand is a foundational step in building a cargo business that grows alongside our network expansion and supports Saudi Arabia's broader logistics ambitions."

INFORMATION TECHNOLOGY

Yonder has established a new partnership with airBaltic *© Yonder*

Yonder has established a new partnership with airBaltic on its management platform, further strengthening the airline's commitment to safe, efficient and digitally enabled operations. The partnership will support airBaltic in streamlining the management of operations manuals, company documents and OEM revisions, while giving flight and ground crews faster, role-based access to the information they need. Under the agreement, Yonder will be used to manage airBaltic's manuals in a structured XML format, leveraging dynamic modular content. This approach ensures that pilots, cabin crew and ground personnel see only the information relevant to their role and mission, reducing information overload and improving everyday usability. By automating OEM manual imports, revision handling and compliance monitoring, Yonder will help airBaltic reduce the manual effort required to keep documentation up to date and aligned with regulatory change. This allows subject matter experts to focus on safety and operational quality rather than repetitive administrative tasks. The collaboration reflects a shared focus on operational safety, regulatory compliance and user-centred design. With Yonder, airBaltic can link documentation directly to regulations, enabling proactive identification and management of changes that affect manuals and company documents. End users will benefit from Yonder's intuitive reader, which offers offline access, powerful search and role-based filters, ensuring that critical procedures, checklists and updates are always accessible and current—whether in the cockpit, the cabin or on the ground.

OTHER NEWS

PGL launches Engine StandBy™


PGL has launched its Engine StandBy™ Program to help operators and MROs maximise capacity *© PLG*

PGL has announced the launch of its PGL Engine StandBy™ Program, a forward-positioned engine stand storage solution designed to help aircraft operators and maintenance, repair and overhaul providers reduce logistical complexity, improve operational readiness and remain focused on core maintenance activities. The programme responds directly to ongoing pressures across the aviation sector, including constrained engine availability, persistent aircraft-on-ground situations and limited shop capacity, all of which continue to disrupt maintenance schedules and fleet operations. Rather than relying on reactive, last-minute logistics, the Engine StandBy™ Program introduces a more strategic approach by positioning engine stands at PGL's forward stocking locations. This gives operators and MROs immediate access to essential ground support equipment when and where it is needed, without the operational burden of managing storage, transport planning or urgent deployment. By removing these responsibilities, PGL aims to simplify workflows and reduce the friction that often accompanies engine change and maintenance events. Christian Solana, PGL Senior Vice President Operations and Aerospace, highlighted the changing priorities within the industry, stating: "In today's market, speed and cost can no longer be traded against each other. Our approach focuses on positioning freight closer to demand, reducing touch points, tightening transit windows, and leveraging smarter routing so you gain faster delivery performance while simultaneously driving down total logistics spend." He added that Engine StandBy™ was created to allow operators and MROs to concentrate on maintaining engines and aircraft while PGL manages the logistics behind the scenes. Engine stands are high-value assets that play a critical role in engine maintenance and change operations. When they are not positioned correctly, delays can escalate rapidly, leading to increased costs, expedited freight requirements and operational bottlenecks. By pre-positioning stands and managing their handling and storage, the Engine StandBy™ Program helps reduce response times during both scheduled maintenance and AOG events, while also minimising the risk of customs delays and uncontrolled handling. The programme also supports higher throughput and more efficient shop flow for MROs. By removing logistical constraints, maintenance providers can maximise existing capacity without investing in additional infrastructure or diverting skilled resources away from technical work. This is particularly relevant as global fleets continue to age, and maintenance demand rises across multiple aircraft and engine platforms.

INDUSTRY PEOPLE


Oscar Torres

• OTR has announced the appointment of **Oscar Torres** as President and Chief Executive Officer, effective January 5, 2026, marking a key leadership transition as the company positions itself for its next phase of development. The appointment brings to OTR a senior executive with more than 25 years of leadership experience in private equity–backed businesses and a strong track record in the global aerospace aftermarket. Torres has spent the majority of his career at Kellstrom Aerospace, a major distributor and technical services provider to the aviation industry. During his time at the company, he progressed through a series of senior leadership roles, including Chief Financial Officer, Chief Operating Officer and ultimately Chief Executive Officer. This breadth of experience across finance, operations and executive management has given him a comprehensive understanding of the commercial and operational drivers of the aerospace aftermarket. While at Kellstrom Aerospace, Torres led a range of initiatives aimed at improving operational performance and delivering sustainable, long-term growth. He was closely involved in shaping the company's strategic direction and played a central role in multiple acquisitions and divestitures, helping to strengthen Kellstrom's market position and expand its global footprint. Under his leadership, the business further established itself as a key supply-chain solutions provider to airlines, original equipment manufacturers, maintenance, repair and overhaul organisations, and aircraft lessors around the world. Commenting on the appointment, **Hector Ramirez**, Interim President of OTR, said Torres' leadership style, collaborative approach and deep industry knowledge made him ideally suited to guide the company through its next stage of growth. He added that OTR looks forward to the value Torres is expected to bring to customers, partners and stakeholders as the organisation continues to evolve. Torres' appoint-

INDUSTRY PEOPLE

ment is seen as a strategic move that aligns with OTR's ambitions within the aerospace aftermarket, particularly as the sector continues to adapt to changing customer demands and supply-chain dynamics. His experience working in private equity–backed environments is expected to be especially relevant as OTR pursues growth opportunities while maintaining operational discipline. In addition to his executive experience, Torres is a certified public accountant and holds a bachelor's degree in accounting from Florida International University, as well as an MBA from the University of Miami. His combination of financial expertise, operational leadership and industry knowledge is expected to provide a strong foundation for OTR's future direction.


Ryan McLeod

CAE Inc. has appointed **Ryan McLeod**, CPA, CA, as Chief Financial Officer (CFO), effective February 23, 2026. In this role, McLeod will lead CAE's global finance organisation and play a central role in advancing the company's strategic growth and operational excellence. The appointment follows a comprehensive search process. To ensure a smooth transition, McLeod will work closely with interim CFO **Constantino Malatesta**, who will continue to support continuity across the finance team. "I'm looking forward to partnering with Ryan, who brings strong financial leadership experience from guiding a high-growth, global public company through significant expansion and transformation," said **Matthew Bromberg**, President and Chief Executive Officer. "His proven track record in driving operational excellence, executing strategic acquisitions and engaging effectively with the investment community makes him ideally suited to lead CAE's finance organisation as we advance our strategic priorities." McLeod is an accomplished finance executive, recognised for his strategic leadership and ability to drive organisational performance. He brings extensive experience overseeing the financial operations of a multi-billion-dollar, publicly listed company. Since 2020, he has served as Chief Financial Officer of ATS Corporation, a CA$3 billion automation solutions leader headquartered in Cambridge, Ontario, where he has led the global finance team, shaped financial strategy and supported sustainable growth.


Fred Browne

Aergo Capital, the global aircraft lessor and a subsidiary of AB CarVal, has announced that Chief Executive Officer **Fred Browne** will step down at the end of January as part of a structured and planned leadership transition. As part of the succession process, **Eugene O'Reilly**, currently Chief Operating Officer, has been appointed Acting Chief Executive Officer, ensuring continuity as the company builds on the strong platform established under Browne's leadership. Browne has led Aergo Capital since its founding in 1999, playing a pivotal role in shaping the business and driving its long-term growth and success. To support a smooth handover, he will remain with the company until the end of the month before formally transitioning out of the business. **Greg Belonogoff**, Principal, Aviation Leasing at AB CarVal, paid tribute to Browne's contribution, saying: "Fred has been instrumental in building Aergo into the world-class platform it is today, and we are immensely grateful for his leadership and dedication since AB CarVal acquired the business in 2014." He added: "This planned transition is a testament to our ongoing commitment to Aergo's long-term stability and growth, as we continue to focus on delivering results for clients and investors." Reflecting on his tenure, Browne said: "It has been a privilege to lead Aergo Capital from the very beginning, leading its incredible journey of growth. I am proud of what we have accomplished, and I want to thank the entire team for their hard work and commitment. I am confident that there is a bright future ahead for Aergo."


Steven Bridgland

Willis Lease Finance Corporation has appointed **Steven Bridgland** as Head of Investor Relations and Capital Markets for its newly launched asset management platform, Willis Aviation Capital. In this role, Bridgland will oversee day-to-day management of existing investor relationships, drive the development of new sources of capital and support capital deployment across the platform's investment activities. Bridgland brings more than 30 years of experience in aviation finance, with extensive expertise in equity and debt capital markets, fund formation, investor relations and aircraft leasing. His career spans senior roles at banks, investment banks and aircraft asset management businesses, including 17 years in senior capital markets and origination positions at Deucalion Aviation. He has also held senior roles at DVB, RBC Capital Markets and Greenwich NatWest. He is widely recognised for his global network of institutional investors and his experience structuring aviation funds and joint ventures across Europe, Asia and the Middle East. **Brian R. Hole**, Global Head of Managed Funds and Credit at Willis Lease Finance Corporation, said Bridgland's background in aviation finance and investor relationship management would be instrumental in supporting the launch and growth of Willis Aviation Capital, adding that his professionalism and integrity align closely with the company's values.

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THE AIRCRAFT AND ENGINE MARKETPLACE

Commercial Jet Aircraft

Aircraft Type	Company	Engine	MSN	Year	Available	Sale / Lease	Contact	Email	Phone
B737-800 SF	GA Telesis		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	
(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

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					
(9) 131-9A, (4) 131-9B (Max compliant), (1) 331-350,		GA Telesis		apu@gatelesis.com	+1-954-849-3509
(3) 131-9B, (2) 331-200					
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				