

# Weekly Aviation Headline News

“  
*We are very dissatisfied...*  
Guillaume Faury, CEO Airbus  
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© Airbus

## Airbus forced to reduce output forecast as problems with engine delivery from Pratt & Whitney continue

European planemaker is adjusting projected production levels as problems arising from insufficient P&W engine deliveries continue

Months of tension between Airbus and engine manufacturer Pratt & Whitney have culminated in Airbus threatening to enforce its contractual rights as a tug of war for parts saw its share price drop down 6%. The problem has arisen whereby Airbus is pushing Pratt & Whitney to concentrate on delivering ordered new engines, while Pratt & Whitney wants to allocate sufficient resources to the production of spare parts which feed repair facilities and where the company makes most of its profit. Airbus officials said they had been forced to scale back production plans and temper financial guidance for 2026 after Pratt & Whitney reconsidered initial proposals concerning engine volumes and then “failed” to strike a formal supply agreement. “We are very dissatisfied and we don’t agree with it,” CEO Guillaume Faury told analysts, adding that Airbus would “enforce our contractual rights,” though this would take time. According to Reuters news agency, Pratt & Whitney parent RTX declined to comment. The engine maker has said it is constantly in discussion with Airbus, while Faury’s

outspoken comments have the potential to turn this situation into one of the fiercest disputes in commercial aviation since the problems which arose between Airbus and Qatar Airways which culminated in a clash in a UK court over damage to A350 jets in 2022. In December 2021, Qatar’s national carrier announced it was suing Airbus in London over what it described as the “accelerated surface degradation” of the wide-body A350. Cracks in the painted surface exposed gaps in a sublayer of A350 lightning protection, prompting its regulator to ground 29 of the jets. Asked whether Airbus had initiated legal action against Pratt, Faury said it had begun a “process” without elaborating. Airbus has now predicted output for the narrow-body A320neo series to be between 70 and 75 jets a month by the end of next year, stabilising at 75 a month beyond 2027, having previously predicted 75 a month in 2027, up from its current production of 60 units per month. Faury acknowledged Pratt & Whitney was facing a number of challenges as it deals with a queue for inspections from a produc-

tion problem, on top of broader industry supply problems. RTX CEO Chris Calio had told analysts back in late January that Pratt & Whitney had to strike the right balance given demand from airlines, though he also pointed out that overall deliveries rose 50% last year. Pratt & Whitney makes engines for 40% of Airbus narrow-body A320neo-series jets and it was only after sparring with alternative engine supplier CFM over similar delays just over a year ago, Airbus went public in January with its concerns over Pratt & Whitney shipments. The shortage of Pratt & Whitney engines has led to a massive reduction in the age of Pratt & Whitney-powered A320-family aircraft being acquired for teardown. Towards the back end of last year two six-year-old A321s were being dismantled in Castillon, Spain as the value of engines had begun exceed the value of the aircraft they powered, while just last week it was reported that two Spirit Airlines’ A320neos, one four and one three and a half years old, had been acquired by EirTrade Aviation for teardown in Goodyear, Arizona.

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**AIRCRAFT & ENGINE NEWS**

**United orders 300 GEnx engines for B787 fleet**

GE Aerospace has announced that United Airlines has selected 300 GEnx engines to power its new Boeing 787 Dreamliners. The agreement also includes additional spare engines and will take United's 787 fleet to more than 200 GEnx-powered aircraft. Mohamed Ali, President and CEO of GE Aerospace Commercial Engines & Services, said: "GE Aerospace has an enduring relationship with United that spans decades. This deal will make United the largest GEnx operator in the world, and we're honoured they continue to choose us to power their success." The GEnx engine family features advanced materials and cutting-edge technologies designed to deliver greater durability and increased time on wing. With a dispatch reliability rate of 99.98 per cent, the GEnx is also recognised for its strong operational performance. GE Aerospace's relationship with United Airlines dates back to 1968. United currently operates a wide fleet of GE Aerospace- and CFM-powered aircraft, including engines from the CF6, GE90, GEnx, CFM56-7B, LEAP and CF34 families. With more than 70 million flight hours logged, the GEnx engine today powers around two-thirds of all 787 aircraft in service worldwide and exclusively powers the Boeing 747-8. The latest order increases GE Aerospace's firm backlog of future GEnx deliveries to almost 1,800 engines, plus spares.

**Crestone finances LEAP-1B engines for Arjet**

Crestone Air Partners has completed pre-delivery payment (PDP) financing, followed by a sale-and-leaseback transaction, for four CFM LEAP-1B engines with Arjet. The investment marks Crestone's first PDP financing deal and its first transaction involving next-generation engine assets, further expanding the platform's capabilities across the aircraft lifecycle. The financing supports Arjet's continued growth, strengthens fleet and engine operations, and provides Crestone with long-term contracted cash flow. Crestone's investment strategy is built around engine leasing and remains a core pillar of its platform. As engines underpin aircraft value and liquidity, the transaction extends Crestone's focus to the latest generation of equipment. "Access to reliable capital partners is critical as we continue to scale our fleet," said Istvan Jambor, Vice President of Fleet at Arjet. "Crestone understood our financing needs and delivery schedule, and structured a tailored solution aligned with our growth plans." The LEAP-1B engines power the Boeing 737 MAX family and represent the latest generation of fuel-efficient narrow-body technology.

**FTAI acquires seven Airbus aircraft from Air France**



Air France Airbus A321-200

© AirTeamImages

FTAI Aviation has completed the acquisition of seven off-lease Airbus aircraft from Air France, supporting the carrier's continued narrow-body fleet modernisation programme. The transaction comprises one A318-100, four A319-100s and two A321-200 aircraft. Stacy Kuperus, Chief Operating Officer at FTAI Aviation, said: "We are pleased to partner with Air France and secure additional engine and module feedstock for our Aerospace Products and Power platforms. As demand for our maintenance, repair and exchange solutions continues to grow, expanding access to CFM56 engines is critical. We value our long-standing partnership and look forward to supporting Air France's evolving fleet strategy in the future." FTAI Aviation said the transaction underlines its ability to unlock asset value through proprietary engine repair and optimisation capabilities. It also reinforces the company's focus on delivering flexible, end-to-end fleet management solutions tailored to the needs of airline partners worldwide.

**CDB Aviation sells two A321s to Finnair**



Finnair has bought two A321 aircraft from

© CDB Aviation

CDB Aviation, the Irish-headquartered aircraft lessor wholly owned by China Development Bank Financial Leasing Co., Limited (CDB Leasing), has announced the sale of two Airbus A321-200 aircraft to Finland's flag carrier, Finnair. CDB Aviation has developed a strong partnership with the Finnair team, supporting the airline's long-term fleet strategy since the original lease agreements for the two narrow-body aircraft were executed in 2017. As a full-service lessor, CDB Aviation remains focused on building a sustainable and profitable platform by holding and managing key assets that deliver long-term value. Through selective participation in the aircraft trading market, the company continues to support its growth while remaining responsive to the evolving fleet requirements of its airline customers.

**American reaffirms commitment to CFM LEAP-1A engines**

American Airlines (American) and CFM International, a 50/50 joint venture between GE Aerospace and Safran Aircraft Engines, have announced that American's future deliveries of Airbus A321neo aircraft will continue to be powered by CFM LEAP-1A engines. The engines will be fitted to A321neo aircraft ordered by the airline two years ago. As part of the expanded partnership, CFM

International will continue to provide long-term maintenance support for American's LEAP-1A engines in the years ahead. American currently operates 84 A321neo and five A321XLR aircraft, with a further 120 A321neo and 35 A321XLR aircraft on order through to 2032, all powered by CFM LEAP-1A engines. The airline also holds options to purchase 116 additional A320neo-family aircraft from Airbus, which, if exercised, will likewise be equipped with LEAP-1A engines.

**AIRCRAFT & ENGINE NEWS**

**New Airbus A320neo leads flyadeal’s 2026 fleet growth**



Airbus A320neo

© flyadeal

flyadeal, Saudi Arabia’s fast-growing low-cost airline, has taken delivery of its first new aircraft of 2026 – an Airbus A320neo – increasing its all-narrowbody fleet to 45 passenger jets. Delivered to Jeddah direct from Airbus’ assembly line in Toulouse, the aircraft is flyadeal’s 34th A320neo, joining 11 A320ceo aircraft that make up the airline’s total fleet. The delivery also signals a shift away from the tradition of naming every aircraft after a constellation star. Named Al-Saqr (falcon), after Saudi Arabia’s national bird, it marks the start of a new naming theme in which flyadeal’s narrowbodies will proudly carry the names of birds found across the Kingdom. The falcon symbolises strength, courage, freedom and pride — qualities deeply rooted in Saudi culture and reflected in flyadeal’s values. Steven Greenway, flyadeal Chief Executive Officer, said: “It’s always a good feeling celebrating a first. Our latest aircraft is the start of flyadeal’s push towards the half-century fleet mark, a significant milestone for such a young airline. As more aircraft are delivered to flyadeal this year, we’re able to increase frequencies on existing routes and deploy on new ones to keep up our growth momentum.”

**TrueNoord delivers two ATR 42-600 aircraft to JSX**

TrueNoord has successfully delivered two ATR 42-600 aircraft to JSX, the US public charter carrier. The first aircraft was delivered in November, with the second following in January, and both turboprops are now in service. “This is an important milestone not only for JSX and TrueNoord, but for the broader US regional market. The ATR 42-600 delivers a modern, cost-efficient solution for routes where jets are not commercially or operationally viable. JSX’s adoption of the type demonstrates its confidence in turboprop operations and the aircraft’s ability to deliver convenience, comfort, and a distinctive travel experience for premium passengers.” commented Maarten Grift, TrueNoord’s Sales Director - Americas. Alex Wilcox, CEO of JSX, expressed his satisfaction at partnering with TrueNoord to bring the ATR into the JSX fleet. “The ATR 42-600’s versatility helps us expand access to joyful, simple air travel for more communities across the U.S., and will open meaningful new opportunities in regional mobility,” he stated. Paul Murphy, TrueNoord CFO, added, “The delivery of these aircraft underscores our focus on prudent investment in high-quality assets that contribute to a stable, sustainable financial platform for TrueNoord and its customers.”



JSX ATR 42-600

© TrueNoord

**Vietnam Airlines places first Boeing single-aisle order**



Vietnam Airlines has ordered 50 Boeing 737 MAX airplanes to expand its future single-aisle fleet © Boeing

Vietnam Airlines has finalised its first Boeing single-aisle order for 50 B737 MAX aircraft. The addition of the B737-8 will support the airline’s domestic and regional growth plans as air travel demand continues to rise across Southeast Asia. Vietnam Airlines already operates 17 B787 Dreamliners on regional and long-haul routes linking Vietnam with Europe. Combined, the 737 MAX and 787 offer a 20–25% improvement in fuel efficiency compared with the aircraft they replace, helping the carrier expand its network while reducing operating costs. Boeing remains active across Vietnam’s commercial aviation sector, including the local supply chain, technical training and university partnerships, and maintains offices in both Hanoi and Ho Chi Minh City. Separately, Boeing and Sun PhuQuoc Airways have announced that the new Vietnam-based carrier has ordered up to 40 B787 Dreamliner aircraft to form the backbone of its wide-body fleet. The airline plans to use the long-range 787 to connect international travellers to its hub at Phu Quoc International Airport. General Secretary To Lam and representatives of the US Government joined airline and Boeing executives to formally acknowledge Sun PhuQuoc Airways’ previously undisclosed purchase.

**AIRCRAFT & ENGINE NEWS**

**ACG acquires 24-aircraft portfolio from Avolon**

Aviation Capital Group (ACG) has signed definitive agreements with Avolon Aerospace Leasing (Avolon) to acquire a portfolio of 24 aircraft. The portfolio comprises 18 narrow-body aircraft, including 12 new-technology models, and six wide-body aircraft, all of which are new technology. As of February 1, 2026, the portfolio has an average age of approximately four and a half years and an average remaining lease term of around 8.9 years. The aircraft are leased to 17 airlines across 16 countries, including four airlines that are new customers for ACG. Thomas Baker, CEO and President of ACG, said that proactive aircraft trading remains a core pillar of the company's growth strategy. He noted that the acquisition of 24 in-demand aircraft further strengthens ACG's portfolio, supports its ambition to operate at scale as a global lessor, and enhances the sustainability of its fleet, which is already among the youngest in the industry. He also thanked Avolon for its collaboration on the transaction. Ross O'Connor, Chief Financial Officer at Avolon, said the latest portfolio transaction further extends the relationship between the two companies and demonstrates ACG's ability to execute aircraft trading at scale. He added that the deal builds on Avolon's strong trading performance in 2025, reflecting continued robust demand for its assets. The transaction follows ACG's acquisition of a 19-aircraft portfolio from Avolon in 2025, further reinforcing the established trading relationship between the two lessors.



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**AIRCRAFT & ENGINE NEWS**

**Air Astana inks order for up to 15 Boeing 787 aircraft**

Boeing and the Kazakh flag carrier Air Astana have finalised an order for up to 15 787 Dreamliner aircraft as the airline seeks to expand and modernise its Boeing wide-body fleet. The additional 787-9s will support the airline’s network growth and help further improve the passenger experience. The agreement for additional 787-9 aircraft, previously announced as a commitment in November 2025, marks the largest single aircraft purchase in Air Astana’s history. The new jets will support the airline’s long-haul growth ambitions while delivering enhanced passenger comfort, improved fuel efficiency and greater operational flexibility. In addition to the direct order, three further 787-9 aircraft are scheduled to join the fleet through leasing companies. This will bring Air Astana’s total 787 fleet to up to 18 aircraft, significantly strengthening its intercontinental network capabilities and positioning the airline for sustained expansion across Asia, Europe and beyond. The announcement adds to a series of recent Boeing wide-body and narrow-body agreements in emerging growth markets. Earlier this month, Boeing confirmed a 737 MAX deal with Air Cambodia, underlining continued demand for next-generation aircraft as airlines seek to improve efficiency and expand capacity. For Air Astana, the Dreamliner order represents a major milestone in its fleet renewal programme, reinforcing its long-term commitment to modern, fuel-efficient aircraft designed to support both commercial performance and environmental objectives.



Air Astana places 787 Dreamliner aircraft order

© Boeing

**Transport Canada clears H175 for Canadian operations**



H175 helicopter

© Airbus Helicopters

Airbus Helicopters has received approval from Transport Canada Civil Aviation (TCCA) for the operation of the H175 helicopter in Canada, paving the way for the aircraft’s entry into the Canadian market. The certification positions the H175 to support a broad spectrum of missions, including offshore energy operations, search and rescue (SAR), emergency medical services (EMS), private and business aviation, public services and defence. Its robust design and advanced onboard systems are well suited to Canada’s demanding operating environments, from offshore installations to remote northern regions. As a multirole super-medium helicopter, the H175 delivers a strong combination of range, speed and payload capacity within its class. Equipped with Airbus Helicopters’ Helionix avionics suite, the aircraft enhances situational awareness, reduces pilot workload and improves overall safety, while offering a smooth and comfortable cabin experience for up to 18 passengers. With more than 300,000 flight hours accumulated worldwide, and existing certification from EASA and the Civil Aviation Administration of China (CAAC), the H175 has demonstrated reliability and performance across a wide range of missions. TCCA approval provides a solid regulatory foundation for its deployment across multiple segments in Canada.

**AerFin boosts wide-body investment with A330 acquisition**

AerFin has completed the acquisition of a CF6-80-powered Airbus A330, adding further momentum to its wide-body investment activity and reinforcing its position as a leading player in the global aviation aftermarket. The transaction closed at the end of 2025 and reflects AerFin’s continued confidence in wide-body platforms with strong global operator and aftermarket demand. CF6-80-powered assets remain a key part of AerFin’s wide-body strategy, valued for its longevity, versatility and broad customer base. Over the past 15 years, AerFin has built a strong track record in sourcing, managing and deploying aviation assets at scale. Recent activity has taken the total number of airframes and engines acquired since the company’s founding to 449, underlining its long-established and disciplined investment approach. “This acquisition is a strong example of how we continue to deploy capital with discipline. We know these assets well, we understand where the demand sits, and we are able to move decisively when the right opportunity presents itself. That approach has underpinned our growth for 15 years and continues to guide how we invest today,” commented AerFin CEO Simon Goodson.



Simon Goodson

© AerFin

**MRO & PRODUCTION NEWS**

**Former Spirit Airlines’ A320neos heading for disassembly**

EirTrade Aviation (EirTrade), the Dublin-headquartered aviation asset management and trading specialist, has completed the acquisition of two Airbus A320neo aircraft formerly operated by Spirit Airlines, in partnership with Chicago-based aviation and rail lessor RESIDCO. The aircraft – MSN 10769 and MSN 10921 – are just four years and three and a half years old respectively, making them the youngest A320neo airframes ever to be dismantled. Disassembly is taking place in Goodyear, Arizona, with all parts to be transferred to EirTrade’s parts hub in Dallas to support AOG requirements across the Americas, while strengthening the company’s global inventory. Bill Thompson, Vice President of Origination & Trading for the Americas at EirTrade Aviation, said the transaction underlines the company’s focus on modern aircraft assets. “We are focused on newer vintage aircraft to ensure our inventory contains the highest quality rotables, enabling us to support customers with components built to the latest modification standards. We have also acquired four sets of in-demand LRU and BFE components from the PW1100 engine type as part of this significant transaction,” he said. EirTrade notes that more than 4,400 A320neo aircraft are currently in commercial service, with a further 7,200 on order. This figure excludes the 6,500 A320ceo aircraft already in operation, many of which share interchangeable components. “Given the size of the fleet and Airbus orderbook, this platform will remain the largest segment of the global commercial fleet, with demand for USM increasing accordingly,” Thompson added.



Two Spirit Airlines Airbus A320neos to be dismantled

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**MRO & PRODUCTION NEWS**

**Safran to build new Casablanca landing gear plant**



Safran will build a new landing gear manufacturing facility in Casablanca

© Safran

Safran will establish a new manufacturing facility for landing-gear equipment in the Casablanca airport zone. The announcement was made under the chairmanship of His Majesty King Mohammed VI of Morocco and in the presence of Ross McInnes, Chairman of Safran's Board of Directors. The new site forms part of Safran's strategy to support the ramp-up of Airbus A320 production by deploying a modern, highly efficient manufacturing operation close to key strategic markets. Representing an investment of more than €280 million (US\$330 million), the 26,000 m<sup>2</sup> (around 280,000 sq ft) facility will be dedicated to landing systems for short- and medium-haul aircraft. It will combine two core areas of expertise: the manufacture of landing gear components and modules, as well as dedicated hydraulic equipment. Scheduled to begin operations in 2029, the facility is expected to employ nearly 500 skilled workers. A comprehensive training programme, developed in partnership with local stakeholders, will support the development of specialised skills required for the site's long-term growth. "The choice of location for this new facility is based on Morocco's industrial strength and the quality of its talent pool. Located within a dynamic aviation ecosystem, this new site will strengthen our resilience, agility and competitiveness, enabling us to meet our customers' expectations – notably Airbus – and prepare for the next generation of aircraft. Following recent announcements regarding the establishment of an assembly line and a maintenance centre for the LEAP engine in Casablanca, this decision once again highlights the strong relationship of trust and the strategic role the Kingdom plays in Safran's global industrial footprint. We would like to warmly thank the Moroccan government for its support in bringing this new project to fruition," said Olivier Andriès, CEO of Safran. Under the agreement signed between Safran and the Moroccan government in 2025, which guarantees access to renewable energy for Safran's sites in Morocco, the new facility will be powered entirely by decarbonised electricity.

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**Sheltair opens new MRO hangar at Tampa International**



Official opening ceremony of the new hangar at Tampa International Airport © Sheltair

On Thursday February 12, Tampa International Airport (TPA) officials joined FBO Sheltair Aviation to open a new hangar on the airport campus, located on the north side of Runway 10-28. The new maintenance, repair and overhaul (MRO) facility at 4300 W. Tampa Bay Blvd. features 50,880 ft<sup>2</sup> of hangar space, 8,344 ft<sup>2</sup> of office and workshop space, and a 50,000 ft<sup>2</sup> apron for aircraft staging and refuelling. The hangar can accommodate large-cabin and narrow-body aircraft, including up to three Boeing Business Jets, and includes a specialised tail door system designed to handle larger airframes. This marks the ninth hangar complex at TPA. Sheltair's previous major expansion at the airport opened in 2023 and included a four-hangar addition adjacent to its main complex on the south side of the airport's crosswind runway. "The new MRO hangar represents the future of business aviation at Tampa International Airport," said Lisa Holland, President and Chief Executive Officer of Sheltair. "From day one, our goal was to create a facility that not only meets today's operational needs but anticipates tomorrow's. The completion of this new facility is the culmination of years of thoughtful planning, investment and collaboration, and we are proud to welcome our tenants, partners and guests into this exceptional new space."

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**MRO & PRODUCTION NEWS**

**Magnetic Trading adds two A320s for teardown**

Magnetic Trading has acquired two Airbus A320-214 aircraft, MSN 1530 and MSN 1540, from Stratton Aviation, supporting the long-term development of its trading and airframe teardown strategy. Both aircraft are currently located at Brunswick Executive Airport in the United States, where they are being prepared for disassembly. The teardown will be carried out at Stratton Aviation's on-site MRO facility and is expected to take several weeks to complete. The project reflects continued growth in demand for used serviceable material (USM), driven by rising flight activity, ageing global fleets and the need for cost-effective, reliable component supply across the aviation industry. "This acquisition reflects a strategic shift to further strengthen our trading activities," said Airina Kacienaitė-Krake, Managing Director of Magnetic Trading. "While aircraft parts trading has always been an important part of our business, this project marks a move beyond brokerage into a more advanced trading model. By being directly involved in teardown projects, with parts repaired and sold to end customers, we gain greater control over supply and strengthen our position in the market." Magnetic Trading and Stratton Aviation have worked together previously, but this transaction marks a deeper level of collaboration, combining Stratton's US-based teardown capability with Magnetic Trading's global trading and distribution expertise.

**AFI KLM E&M receives first LEAP spare engine**

Air France Industries KLM Engineering & Maintenance (AFI KLM E&M) has received its first LEAP-1B spare engine in Amsterdam, marking a key milestone in its recently signed agreement to purchase up to 10 CFM International LEAP-1A and LEAP-1B engines. This strategic investment strengthens the company's commitment to delivering world-class maintenance, repair and overhaul (MRO) services to airline customers worldwide. The newly delivered engine will play a central role in AFI KLM E&M's LEAP Premier MRO portfolio, helping to ensure maximum aircraft availability and operational continuity for airlines operating LEAP-powered fleets. By maintaining a strong pool of LEAP-1A and LEAP-1B spare engines, AFI KLM E&M is able to provide rapid engine replacements and minimise aircraft downtime while carrying out essential maintenance on operators' primary engines. Jean-Louis Forest, Senior Vice President Engines Product at AFI KLM E&M commented; "The arrival of our first spare LEAP-1B engine represents a strategic step forward for AFI KLM E&M and our airline partners. This investment not only strengthens our commitment to operational excellence but also ensures that we can deliver faster, more reliable support when our customers need it most. By expanding our LEAP engine portfolio, we're reaffirming our dedication to innovative, world-class MRO services and the long-term success of airlines worldwide." The arrival of the first LEAP-1B spare engine in Amsterdam highlights the growing demand for highly efficient and reliable LEAP engines, which optimise aircraft utilisation and availability. AFI KLM E&M's enhanced capabilities now provide customers with greater engine availability, alongside existing services including quick-turn maintenance, performance restoration and on-wing support.



AFI KLM E&M receives first LEAP engine

© Safran

**Pegasus Airlines launches new MRO facility in Istanbul**



Pegasus Airlines opens maintenance facility at Istanbul Sabiha Gökçen Airport

© Pegasus

Pegasus Airlines has expanded its technical maintenance capacity and capabilities with the opening of a new aircraft maintenance centre at Istanbul Sabiha Gökçen Airport. Built around digitalisation, efficiency and sustainability, the first of three planned new hangars will enable the simultaneous maintenance of five narrow-body aircraft, strengthening the airline's operational capability. With an initial investment of US\$ 40 million, Pegasus Airlines aims to optimise maintenance time and resources, improve operational efficiency and reduce aircraft downtime linked to maintenance activities. The project, which began in January 2025, has been completed within one year. In the first phase, two maintenance hangars capable of providing line and base maintenance for up to five narrow-body aircraft simultaneously, together with a dedicated paint hangar, have entered service. In the second phase, scheduled for completion in the final quarter of 2026, a further hangar providing base maintenance capacity for an additional five narrow-body aircraft will become operational. The third phase, planned to commence within four to five years, will see this hangar expanded to accommodate up to ten narrow-body aircraft, marking the full completion of the aircraft maintenance centre investment. The first-phase hangars, which combine line and base maintenance activities within a single facility, have been designed to support a comprehensive range of technical operations. These include line maintenance, engine and landing gear replacements, avionics and structural modifications, base maintenance work, full aircraft painting and livery design and application, as well as component maintenance and training activities. Commenting on the investment, Pegasus Airlines CEO Gülüz Öztürk stated: "Every investment we make in technical infrastructure takes our operational strength one step further. Our aircraft maintenance centre investment at Istanbul Sabiha Gökçen Airport is a strategic milestone in Pegasus' sustainable growth journey. Our new hangars will not only enable us to manage the maintenance needs of our growing fleet more effectively, but also accelerate our transformation focused on digitalisation and efficiency. By managing our aircraft maintenance processes more quickly and in a more optimised way, we aim to provide our guests with an ever more seamless travel experience."

**MRO & PRODUCTION NEWS**

**Röder Präzision to produce Do228 NXT composites**



© Röder

Röder Präzision (Röder) has been selected to manufacture a wide range of composite components for the Do228 NXT as part of General Atomics AeroTec Systems’ (GA-ATS) series production programme. With a strong focus on European suppliers to ensure high quality standards and a reliable supply chain, GA-ATS is combining in-house production of key components with the expertise of established industry partners. Röder Präzision GmbH, a long-standing German specialist, will play an important role in supporting the Do228 NXT programme through the delivery of advanced composite structures. The contract between GA-ATS and Röder covers more than 100 components of varying size and complexity that will be installed on the new Do228 NXT. Röder manufactures these parts using state-of-the-art technologies and advanced materials, including prepreg systems (resin-impregnated semi-finished fibre products made from carbon or glass fibres). The materials are processed under precisely controlled temperature and pressure conditions and carefully laid into dedicated tooling in multiple layers to achieve an optimal balance of high strength and low weight. A final curing process in autoclaves then gives the components their final shape and structural integrity. Florian Rohe, Managing Director of General Atomics AeroTec Systems ac-

knowledged the partnership, highlighting the many years of successful collaboration between the two companies. “It is important to us that the majority of the manufacturing steps for the Do228 NXT take place in Germany and Europe so that we can guarantee quality and a stable supply chain – which also means better availability of the Do228 NXT for our customers. We are therefore very pleased about the continued cooperation, which will contribute significantly to the successful market launch of our Do228 NXT this year.” he stated. The Do228 NXT is a twin-engine turbo-prop aircraft distinguished by its specialised flight characteristics, including short take-off and landing (STOL) capability. It has been developed for passenger and cargo operations as well as special-mission roles, and offers a broad range of equipment options.

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**FINANCIAL NEWS**

**Record year for Norwegian Group**

The Norwegian Group delivered an operating profit (EBIT) of NOK 3,732 million, the highest in the company’s history. In the fourth quarter, the Group reported an operating profit (EBIT) of NOK 21 million, an improvement on the negative result recorded in the same period in 2024. The Board of Directors will propose a dividend of NOK 0.80 per share for 2025, totalling NOK 844 million, subject to approval at the Annual General Meeting. The Group carried 6.2 million passengers in the fourth quarter, of whom 5.2 million travelled with Norwegian and 1.0 million with Widerøe. Compared with the same period last year, this represents an increase in passenger numbers for both airlines. Norwegian’s production (ASK) was reduced by 3% during the quarter to reflect seasonally lower demand, while Widerøe’s production increased by 2%. Norwegian achieved a load factor of 86.0%, up 1.8 percentage points on the same period in 2024. Widerøe reported a load factor of 70.5%. For the full year 2025, the Norwegian Group carried a total of 27.3 million passengers, compared with 26.4 million in 2024. The operating margin for the year reached 9.9%, a record high for the Group. “I am pleased to report the best full-year result in Norwegian’s history, to which Widerøe also made a significant contribution. This demonstrates that our customers value our product and the service we provide. The strong performance enables us to continue paying a dividend to our shareholders, while also investing for the future, including in one of Europe’s most modern aircraft fleets,” said Geir Karlsen, CEO of Norwegian. (US\$1.00 – NEK10.0)

**Investec backs Global Airways fleet expansion**

As seasonal demand continues to shape fleet deployment across Africa and Europe, Global Airways is reinforcing its role as a flexible capacity provider to leading carriers. In support of this strategy, Investec Corporate (Investec) & Investment Bank has partnered with Global Airways to finance an Airbus A320, strengthening the airline’s ability to operate across multiple geographies and market cycles. The debt facility provides a scalable, tailored financing solution aligned with Global Airways’ dual operating model: scheduled commercial services in South Africa through LIFT, and international ACMI (Aircraft, Crew, Maintenance and Insurance) operations. The structure allows the aircraft to transition seamlessly between LIFT’s domestic scheduled network and Global Airways’ international ACMI deployments, optimising utilisation across seasonal peaks and troughs. Investec advanced a master loan designed to support future fleet requirements, with the Airbus A320 acquisition completed in December 2025. The transaction is underpinned by Global Airways’ operational track record, long-

**MRO & PRODUCTION NEWS**

**Daher scales up West Hub Montoir-de-Bretagne operations**



A Daher operator supervises operations in the automated warehouse © Daher

Daher has renewed and expanded its contract with Airbus Atlantic for the logistics management of the West Hub in Montoir-de-Bretagne. This five-year partnership (2026–2031) presents a significant operational challenge: supporting an industrial ramp-up that will see logistics volumes triple and staffing levels double by mid-2027. The renewed agreement covers two complementary areas. The first concerns management of the logistics hub, including the receipt, storage, inventory control and dispatch of parts from the Nantes and Saint-Nazaire production sites in France, as well as from all suppliers. To accommodate a threefold increase in daily inbound volumes, Daher’s workforce will progressively expand from 250 to 450 employees by mid-2027. The second area relates to distribution to production flows, with parts delivered directly to Airbus’ manufacturing lines. Components must be available immediately upon request, any delay risks production stoppages or disruption during manufacturing phases. To meet the demands of this ramp-up, Daher is mobilising its teams by doubling its workforce, recruiting and training local talent, and reorganising logistics flows to integrate the consolidation of four plants into the central hub. To support this transformation, Daher has developed the Hub Advanced Monitoring System as part of the contract tender process. This advanced management platform enables real-time oversight of all logistics flows, coordinating automation processes and optimising flow convergence. In parallel, Daher is deploying end-to-end automation solutions for upstream and downstream flows to support the expansion of the automated warehouse operated by Airbus Atlantic.

**FINANCIAL NEWS**

**BOC Aviation extends US\$3.5bn credit facility to 2031**

BOC Aviation Limited has announced the renewal of its US\$3.5 billion unsecured revolving credit facility (RCF) with its largest shareholder, Bank of China, extending the maturity to February 13, 2031. The renewed facility continues to provide the Company with US\$3.5 billion to support the ongoing growth of its business. “This RCF extension reflects the confidence Bank of China has in the future of our business and underscores the depth of our relationship with our major shareholder,” said Steven Townend, Chief Executive Officer and Managing Director of BOC Aviation. “The facility enhances our financial flexibility and ensures access to substantial liquidity to support our aircraft investments throughout the cycle.” Bank of China first provided the Company with a US\$1 billion RCF in 2007. The facility was increased to US\$2 billion in 2009 and subsequently expanded to US\$3.5 billion in 2020.



© BOC

standing customer relationships and a seasonally optimised, ACMI-focused fleet model. A key strategic differentiator of the Global Airways platform is its ability to redeploy aircraft between South Africa and Europe in line with demand patterns. This flexibility enables the airline to optimise capacity year-round, dynamically align aircraft with market needs and sustain high utilisation levels. With Africa’s aviation sector

poised for significant expansion — IATA forecasts more than 400 million annual passengers by 2044 — Investec continues to provide financing solutions tailored to clients’ operational requirements and long-term growth strategies. Meeting this demand will require airlines across the continent to expand fleets, broaden networks and launch new routes, further reinforcing the relevance of Global Airways’ ACMI-led model.

MILITARY AND DEFENCE

**Uruguay takes delivery of first Super Tucanos**



The Uruguayan Air Force has taken delivery of two A-29 Super Tucano aircraft

© Embraer

Embraer has delivered the first two A-29 Super Tucano aircraft to the Uruguayan Air Force (FAU). The delivery forms part of a programme to renew the fleet and strengthen FAU's operational capabilities, including air-space surveillance and border protection. The contract, signed at the end of 2024, also covers mission equipment, integrated logistics support services and a flight simulator. The A-29 Super Tucano is a global leader in its class. It has been selected by 22 air forces worldwide and has logged more than 600,000 flight hours. The aircraft continues to attract interest from additional nations, driven by its strong combination of performance, versatility and cost efficiency. Designed as a proven, all-in-one solution, the A-29 offers broad operational flexibility across a wide range of missions, including advanced pilot training, close air support (CAS), air patrol, air interdiction, Joint Terminal Attack Controller (JTAC) operations, armed intelligence, surveillance and reconnaissance (ISR), border surveillance, air escort, and most recently, counter-drone missions. The A-29 is widely regarded as the most capa-

ble multi-mission aircraft in its category. It features modern technology for accurate target identification, integrated weapons systems and a comprehensive communications suite. Performance is further enhanced by advanced human-machine interface (HMI) avionics integrated into a robust airframe. The aircraft is also designed to operate from unpaved runways in harsh environments, with minimal infrastructure. With reduced maintenance requirements, high reliability and availability, and low life-cycle costs, the A-29 delivers strong operational value over the long term.

**Northrop Grumman enters into strategic partnership with Embraer**

Embraer and Northrop Grumman are working together to evolve the multi-mission KC-390 Millennium aircraft, providing advanced air-to-air refuelling capabilities for the United States Air Force and allied nations. The two companies are addressing the growing need for agile combat employment through joint investment and a focus on rapidly delivering new capabilities to the war fighter. By combining their insights and experience, Embraer and Northrop Grumman aim to accelerate the initiatives required to deliver a next-generation air refuelling system. Drawing on deep expertise in aircraft design, development and production, alongside advanced systems integration and industry-leading manufacturing capabilities, the collaboration sets the foundation for the KC-390 Multi-Mission Tanker for US and allied air forces, while helping shape the requirements for future aerial logistics architectures. Key enhancements are expected to include an advanced autonomous aerial refuelling boom, improved communications, increased situational awareness, survivability options and adaptable mission systems. These upgrades will expand the range of aircraft supported by KC-390 refuelling operations and broaden its mission scope across demanding operational environments. "Northrop Grumman, together with Embraer, is making strategic investments to address the gap in advanced air mobility solutions globally. We're listening to our customers, particularly in allied nations who seek greater operational autonomy and efficiency, and we're exploring new technologies that will increase the versatility of the proven KC-390 platform and deliver that greater operational independence our customers need," said Tom Jones, Corporate Vice President and President, Northrop Grumman Aeronautics Systems.



Embraer and Northrop Grumman are jointly developing advanced air mobility capabilities for the U.S. and allied nations © Embraer

OTHER NEWS

In January, 4.1 million passengers travelled via **Frankfurt Airport** (FRA), representing an increase of 4.9% compared with the same month in 2025. Cargo throughput rose by 1.2% to 150,044 metric tonnes. Aircraft movements edged up by 1.1% to 31,284 take-offs and landings. Total maximum take-off weights amounted to approximately 2.0 million metric tonnes, marking a year-on-year rise of 0.6%. Across the **Fraport Group's** international airport portfolio,

passenger numbers increased in all regions. At **Ljubljana Airport** (LJU) in Slovenia, traffic climbed by 20.8% to 87,672 passengers. Fraport's two Brazilian airports, **Fortaleza** (FOR) and **Porto Alegre** (POA), recorded a strong combined increase of 24.9%, handling a total of 1.3 million passengers. At **Lima Airport** (LIM) in Peru's capital, traffic rose modestly by 1.3% to 2.2 million travellers. Fraport's 14 Greek airports welcomed a combined total of 717,808 passengers,

equating to growth of 8.1%. In Bulgaria, the coastal airports of **Burgas** (BOJ) and **Varna** (VAR) handled 92,263 passengers, an increase of 16.2%. Meanwhile, traffic at **Antalya Airport** (AYT) on the Turkish Riviera grew by 7.4% to 1.1 million passengers. Overall, the total number of passengers at all airports actively managed by Fraport rose by 7.1% year-on-year to approximately 9.6 million in January 2026.

## OTHER NEWS



Diehl Aviation representatives at the new Hungarian warehouse facility

© Diehl Aviation

**Diehl Aviation** has commissioned a new leased warehouse facility in Nyírbátor, Hungary, further reinforcing its logistics infrastructure to support rising aircraft production rates across key programmes. The new site provides around 3,000 m<sup>2</sup> of floor space and is located close to Diehl Aviation Hungary's main production facility in Nyírbátor. The additional capacity strengthens material supply processes and helps maintain stable production flows as aircraft manufacturers continue to increase build rates. The global aviation sector is currently experiencing sustained growth, characterised by rising aircraft demand and higher programme output. In response, Diehl Aviation is expanding its operational footprint and enhancing supply chain resilience. The introduction of additional dual-site capabilities forms part of a targeted strategy to safeguard material availability and ensure logistics performance in line with future rate increases. The decision to establish a permanent external warehouse was driven by growing single-aisle lavatory production and increasing volumes across several aircraft programmes. Designed to deliver efficient, safe and scalable logistics operations, the warehouse offers storage capacity for up to 5,700 pallets. It features clearly defined zones for storage, picking and handling, and is fully integrated into Diehl Aviation's internal logistics organisation. Jochen Klink, Chief Operating Officer at Diehl Aviation, said: "Our industry is entering a decisive phase of sustained production ramp-up, and logistics performance is a critical enabler. The new warehouse in Nyírbátor strengthens our logistics backbone, supports the ramp-up of major programmes, and ensures a stable supply to our customers. It also reinforces our dual-site setup in Hungary and prepares us for further rate increases." With the facility now operational, Diehl Aviation continues to expand its manufacturing and logistics capabilities in Hungary. Approximately 1,300 employees are based at the company's Hungarian sites in Nyírbátor and Debrecen, making Nyírbátor Diehl Aviation's second-largest global location by headcount.

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SETNA's new UK headquarters

© Setna iO

**SETNA** has reached a significant milestone in its international growth strategy, completing the fit-out of its new UK headquarters while simultaneously concluding a refinancing process that strengthens its financial foundation. The dual achievement marks a decisive step in the company's continued expansion and reinforces its long-term commitment to the UK and European markets. Central to the project's success was the establishment of a new financing relationship with Alpha Property Lending. The partnership enabled SETNA to complete its first UK financing with notable speed and transparency, reflecting strong alignment between the two organisations. Alpha Property Lending played a pivotal role in supporting the funding of SETNA's high-quality UK headquarters, demonstrating agility and responsiveness throughout a process that required careful coordination and complex problem-solving. Both parties highlighted the collaborative nature of the transaction. The refinancing and facility completion were executed in parallel, creating multiple moving parts that demanded disciplined execution and clear communication. The outcome has laid the groundwork for what both sides anticipate will be a long-term strategic partnership. SETNA also acknowledged the critical advisory role of Ardant Partners, whose strategic guidance and oversight were instrumental from initial structuring through to final execution. Particular recognition was given to Rowern Wong for his dedicated, hands-on involvement across all stages of the project. The newly renovated UK facility comprises approximately 125,000 ft<sup>2</sup> of combined storage and maintenance, repair and overhaul space. It will support SETNA's global parts trading platform while housing wheels and brakes as well as avionics shop operations. The site expands operational capability under Setna iO and Setnix LTD, strengthening the company's footprint across the UK and Europe and enhancing its ability to serve customers worldwide with greater capacity, efficiency and technical expertise.

**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
(1) CF34-10E6	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717

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				
(1) CFM56-5B2/P	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
(1) CFM56-5B3/3	Now - Lease				
(1) CFM56-5B4/P	Now - Sale / Lease	GA Telesis		engines@gatelesis.com	
(1) 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

**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



**THE AIRCRAFT AND ENGINE MARKETPLACE**

**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, (3) B757 LG Shipset, (1) 767 Shipset, (1) 737 Shipset				
(14) 131-9A, (10) 131-9B (Max compliant), (1) 331-350,	GA Telesis		apu@gatelesis.com	+1-954-849-3509
(3) 131-9B, (2) 331-200, (3) 331-500, (1) PW901				
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			