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Weekly Aviation Headline News

> A United-American deal would reduce the 'Big 4' to a 'Big 3' with one dominant player. There would likely be competitive issues in many city-pair routes and hubs.
>
> *Andre Barlow, DBM Law Group*

© United Airlines

Antitrust regulations, heavy route overlap and soaring fuel prices could scupper any chance of a merger between United and American

New airline would have the potential to account for 40% of all US domestic flying capacity

It has been revealed that at the end of February, Scott Kirby, CEO of United Airlines, pitched the company's merger with American Airlines to the US President, Donald Trump. While it would create a massive company, immediate reaction within the industry has been one of scepticism, especially in terms of antitrust obstacles, not to mention scrutiny from regulators, labour unions and consumer advocates. The full details of the possible merger have not been disclosed, but according to Reuters news agency, industry experts were quick to cast doubt on the chances of such a deal. "This seems hopeless to me. There are huge overlaps on a number of routes and in various metropolitan areas (such as Chicago). No amount of divestitures would fix it," said William Kovacic, Director of the competition law centre at George Washington University. The antitrust challenge would likely come from the fact that a merger would result in one carrier accounting for approximately 40% of US domestic flying capacity based on schedules from last year. Valuation presents another hurdle. TD Cowen analyst Tom Fitzgerald said American would likely argue for a price above US$20 a share based on its US$14 billion in unencumbered assets. But he questioned whether that valuation is realistic, given the added debt burden for United. American was trading around US$12. Even before divestitures, the combined airline would be dominant, controlling at least half of domestic capacity at 159 airports, Fitzgerald said. Some investors say the ripple effects could reshape the industry. One JetBlue Airways investor, who spoke on condition of anonymity, said the carrier could be left with little choice but to seek a buyer if such a deal were approved. United is doing a Trump-style negotiation - start with a big ask, then concede a little. If it is a no on American, then it will be a yes on JetBlue," the investor added. Of course, one has to remember that the Biden administration blocked JetBlue's attempt to acquire Spirit Airlines, arguing it would eliminate a low-cost competitor. Lawmakers have also raised concerns about consolidation. Senator Mike Lee, who leads the Senate antitrust subcommittee, has held hearings on airline competition, where critics said consolidation has reduced price competition. Industry group Airlines for America has countered that past mergers lowered costs and expanded connectivity, citing data showing airfares fell 1.5% between 2019 and 2024 even as overall consumer prices rose 23%. However, consumer advocates see consolidation as hurting travellers. Data shows American, Delta and United have stopped competing on price, William McGee, a fellow at the American Economic Liberties Project, said at a hearing. For United, a deal of this scale could provide the step-change in capacity and market share it would need to establish a clear lead over rival Delta, which has long dominated the industry in profitability and premium revenue. "A United-American deal would reduce the 'Big 4' to a 'Big 3' with one dominant player. There would likely be competitive issues in many city-pair routes and hubs," said antitrust lawyer Andre Barlow with DBM Law Group. "I am not sure this deal can get done. The Trump administration is concerned about affordability issues, and this deal would reduce choices and give the airlines more pricing power, which means higher fees for consumers so I would think this would get a rigorous review," Barlow added. The merger pitch comes as airlines face rising fuel costs following the U.S.-Israeli conflict with Iran. Since late February, American shares have fallen 14.1% and United 10.4%. Airlines warn sustained high fuel prices could squeeze margins, curb capacity growth and increase pressure on weaker carriers.

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AIRCRAFT & ENGINE NEWS

BOC Aviation starts 2026 with strong momentum

BOC Aviation has reported a robust set of operational transactions for the first quarter ended March 31, 2026, underpinned by strong demand for aircraft and disciplined financial execution. Chief Executive Officer and Managing Director Steven Townend said the company made a solid start to the year, delivering ten aircraft during the quarter and signing 20 lease commitments, 19 of which were placements from its orderbook. He noted that both utilisation and collection rates remained at 100%, while US$2.5 billion was raised in the funding markets, lifting liquidity to record levels. In a volatile environment, he added, this positions the company to maintain its focus on long-term, sustainable growth. As at the end of the quarter, BOC Aviation's total portfolio comprised 813 aircraft and engines that were owned, managed or on order. The owned fleet of 461 aircraft had an average age of 5.1 years and an average remaining lease term of 7.7 years. The company's orderbook stood at 327 aircraft and one engine, while its managed fleet included 13 aircraft. Its customer base spanned 88 airlines across 46 countries and regions, with owned aircraft utilisation at 100%. During the first quarter, the company executed 36 transactions, including the delivery of ten aircraft, the sale of three managed aircraft, a commitment to purchase one engine, and 20 lease agreements. It also secured US$2.5 billion in debt financing, comprising US$500 million in seven-year bonds with a 4.375% annual coupon and US$2 billion in loan facilities from 19 banks worldwide.

Orders and deliveries – Boeing and Airbus

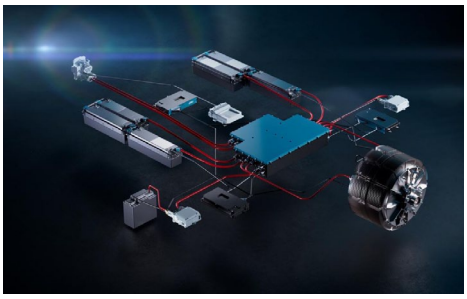
Airbus v Boeing: Orders and Deliveries

March 2026 YTD (net orders)

Airbus			Boeing		
Type	**Orders**	**Deliveries**	**Type**	**Orders**	**Deliveries**
A220	-10	19	737	95	114
A320 Family	356	81	767	6	6
A330	17	3	777	0	8
A350	35	11	787	48	15
Total	**398**	**114**	**Total**	**149**	**143**

Source: Airbus Source: Boeing

H55 to integrate ENGINeUS electric motor into Bristell B23 Energic



Electric propulsion unit for the Bristell B23 Energic *© H55*

Safran Electrical & Power and H55, a Swiss-based company specialising in certified electric propulsion and certification-grade energy storage systems for aviation, have signed an agreement to integrate Safran's ENGINeUS electric motor into H55's electric propulsion system for the fully electric Bristell B23 Energic aircraft. The collaboration aims to deliver certified electric propulsion solutions for general aviation, targeting CS-23 / Part 23 Level 1 and 2 aircraft. The partnership combines Safran's EASA-certified ENGINeUS motor technology with H55's expertise in energy storage and propulsion system integration. With certification remaining a key barrier in electric aviation, both companies have recently achieved significant EASA milestones. Building on this combined expertise, the collaboration is intended to accelerate the availability of certified electric propulsion solutions for next-generation aircraft in the two- to six-seat segment. The Bristell B23 Energic programme will serve as the initial certification platform, focusing on the fast-growing electric pilot training market, where demand is driven by lower operating costs and zero-emission operations. Safran Electrical & Power will support both the prototype and serial production phases from 2027, as well as providing dedicated in-service support.

magniX launches electric engine for general aviation

Rendering of a RV-10 aircraft *© magniX*

magniX, the company driving the electric aviation revolution, has announced the launch of the magniAIR electric engine for general aviation, initially targeting aircraft used for recreational flying and flight training. The company is integrating magniAIR as part of a complete magniX powertrain into a Van's Aircraft RV-10 kit plane, with its first flight scheduled for later this year and the motor expected to be available for purchase in 2027. magniX is currently showcasing the RV-10 alongside a range of its products at the SUN 'n FUN Aerospace Expo in Lakeland, Florida. magniAIR leverages magniX's advanced engine architecture, industry-leading safety and fault-handling capabilities, and extensive flight experience to bring electric propulsion to general aviation. It delivers a class-leading power-to-weight ratio of 175 kW at 55 kg and can be seamlessly integrated into a full magniX powertrain across a range of aircraft in this category. magniX is offering a fully integrated powertrain comprising electric engines, power electronics and the Samson battery system. Electric propulsion reduces operating costs compared with traditional combustion engines, owing to the absence of fuel consumption and lower maintenance requirements. magniAIR will initially extend these benefits to kit plane builders and enthusiasts, lowering barriers to aircraft ownership and encouraging wider participation in recreational flying. With the Federal Aviation Administration's (FAA's) Modernisation of Special Airworthiness Certification (MOSAIC) rules expected to broaden the definition of light sport aircraft (LSA) and enable a wider range of use cases, magniAIR is well positioned to capitalise on this shift. Key applications include the electrification of flight trainers, helping to address the rising cost of pilot training, as well as adjacent opportunities in eVTOL and defence sectors.

AIRCRAFT & ENGINE NEWS

China Southern takes delivery of Boeing 737-8

China Southern Airlines Boeing 737-8 aircraft *© CDB Aviation*

CDB Aviation, the Irish-based wholly owned subsidiary of China Development Bank Financial Leasing Co., has delivered a Boeing 737-8 aircraft to its existing customer, China Southern Airlines. This latest delivery follows the addition of two Airbus A321-251NX aircraft from the lessor's orderbook in August 2025. Together, these transactions bring the total number of aircraft on long-term lease from CDB Aviation to China Southern to three, marking a steady expansion of the partnership. Michelle Wu, Head of Commercial for Greater China at CDB Aviation, highlighted the strategic importance of the deal. She noted that the company is pleased to strengthen its collaboration with China Southern and values the continued partnership with the airline's team. The delivery also reflects CDB Aviation's ongoing commitment to providing tailored financing solutions to airline partners across the Greater China region. The introduction of this next-generation Boeing 737-8 is expected to support China Southern's fleet modernisation and operational efficiency objectives. It will also play a role in reinforcing the airline's growth strategy across key domestic and international markets, as demand for newer, more fuel-efficient aircraft continues to rise.

Vista takes delivery of first Global 8000 as fleet upgrade begins

Global 8000 jet *© Bombardier*

Bombardier's long-standing customer Vista has taken delivery of its first Global 8000 aircraft at the company's London Biggin Hill Service Centre, marking an important step in the operator's fleet modernisation strategy. The introduction of the new flagship jet signals an upgrade programme that will see Vista's existing Global 7500 fleet progressively converted to the enhanced Global 8000 standard. The upgrade plan is already underway, with two aircraft scheduled for conversion each month. By the end of the year, all 18 aircraft are expected to be fully upgraded, creating what is set to become the largest subscription-based fleet of Global 8000 jets in operation. The Global 8000 offers a range of 8,000 nautical miles and a top speed of Mach 0.95, enabling faster, longer-range travel than its predecessor. Its cabin is designed to deliver a premium passenger experience, featuring the longest seating area in its class and one of the lowest cabin altitudes in business aviation. These characteristics are intended to improve comfort and reduce fatigue, allowing passengers to arrive better rested and ready for onward commitments. "These developments mark another important milestone in Vista's ongoing commitment to operating the most advanced fleet in private aviation," said Thomas Flohr, Founder and Chairman of Vista. The delivery follows a recent agreement between the two companies, under which Vista placed a firm order for 40 Challenger 3500 aircraft, with options for a further 120, reinforcing the long-term partnership between the firms.

MRO & PRODUCTION NEWS

UK CAA approval unlocks new growth for FL Technics Wheels and Brakes

FL Technics Wheels & Brakes has received UK CAA Part-145 approval
© FL Technics

FL Technics Wheels and Brakes, a component maintenance provider and part of the FL Technics Group, has secured approval from the UK Civil Aviation Authority (CAA), enabling it to service UK-registered aircraft and expand its capabilities within the component MRO segment. The approval (UK.145.01957), granted on February 6, 2026, confirms compliance with UK Part-145 requirements and authorises the company to carry out maintenance on components, including landing gear parts, within its approved scope of work. This certification allows the company to work directly with UK-registered operators, removing regulatory barriers and enabling support for a broader customer base across its existing component maintenance portfolio. "Obtaining UK CAA approval is an important milestone for our wheels and brakes business," said Vytautas Jankauskas, CEO of FL Technics Wheels and Brakes. "It enables us to directly support UK-registered operators and expands the range of customers we can serve within our component maintenance activities." FL Technics Wheels and Brakes operates across multiple European locations, providing repair and overhaul services for wheels, brakes and landing gear components. The UK CAA approval complements the company's existing EASA Part-145 certification (under Germany's Luftfahrt-Bundesamt, LBA) and reinforces its strategy to ensure comprehensive regional coverage, respond effectively to client needs, and further strengthen its component MRO capabilities across Europe and beyond.

MRO & PRODUCTION NEWS

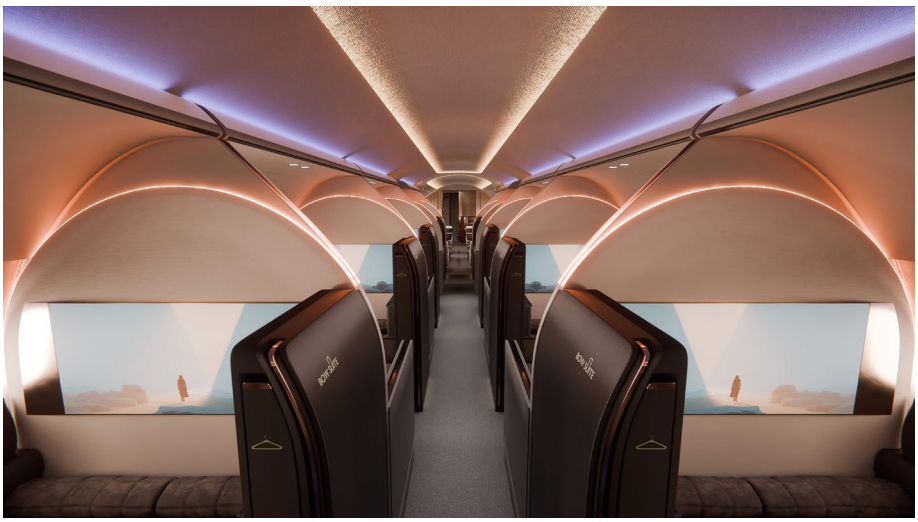
Safran invests €150m to double forging capacity at Gennevilliers site

Safran is investing €150 million in a new hydraulic press at its Gennevilliers site *© Safran/Anthony Guerra*

Safran Aircraft Engines is significantly expanding its industrial capabilities through a €150 million investment in a new 30,000 metric tonne hydraulic press at its Gennevilliers, France, site, aimed at strengthening production of critical components for both commercial and military aircraft engines. The facility, expected to be operational by 2029, will create 130 jobs from 2026 and forms a central pillar of Safran's long-term capacity expansion strategy. Once fully integrated, the new press will enable production of up to 14,000 parts annually, with overall output at the site projected to nearly double by 2035 across all engine programmes. This investment is closely aligned with rising demand for next-generation propulsion systems, particularly the CFM International LEAP engine, which powers leading narrow-body aircraft such as the Airbus A320neo and Boeing 737 MAX families. In parallel, the upgraded forging capability will support military programmes including engines for the Rafale, Mirage and A400M, as well as high-thrust GE Aerospace engines like the GE90 for the Boeing 777, where Safran is a key partner. The new press will also position Safran to manufacture larger, more complex components required for future civil engine programmes that demand high-tonnage forging. The facility will incorporate advanced digital technologies, including sensors and connected systems, to enable precise, real-time monitoring of production processes while also reducing noise levels within the forge. Chief Executive Stéphane Cueille described the project as a strategic move to underpin strong growth across both civil and defence segments, while reinforcing the company's expertise in forging and contributing to industrial sovereignty. The investment complements recent upgrades at Safran's Rennes and Le Creusot sites, aimed at strengthening the resilience of its French-based supply chain. With more than 120 years of experience, the Gennevilliers site remains a cornerstone of Safran's industrial network. Its integrated capabilities in forging, casting and machining make Safran unique among aircraft engine manufacturers, supporting both operational efficiency and technological leadership. (€1.00 = US$1.18 at time of publication).

MRO & PRODUCTION NEWS

Lufthansa Technik unveils modular VIP cabin concept 'The BOW'



'The BOW' © LHT

At this year's Aircraft Interiors Expo (AIX), Lufthansa Technik (LHT) is introducing a new approach to VIP aviation with "The BOW" – a modular narrow-body cabin concept developed in exclusive collaboration with Designworks, a BMW Group company. The concept reimagines shared premium travel for executive groups, sports teams and artists. Responding to growing demand for flexible, design-led private travel, the new cabin architecture combines the strengths of two brands known for engineering excellence and premium craftsmanship. Designworks contributes its automotive design heritage and expertise in the luxury and technology sectors, while Lufthansa Technik brings advanced technologies and its established capabilities in VIP cabin engineering. The result is a design platform that acts as a testbed for modular cabin concepts, enabling early and highly customised customer involvement. Layouts, suite configurations, colour schemes and functional zones can all be adapted, allowing operators to tailor the aircraft precisely to their mission requirements. Configurations can range from fewer suites with expanded social spaces to larger bar areas or increased privacy for high-level meetings. The concept is designed around shared exclusivity rather than individual VIP travel. It targets groups such as corporate boards, professional sports teams or touring artists. Each private suite accommodates one or two passengers and can be used for meetings or dining, with dedicated personal storage for items such as instruments or professional equipment. Adjustable partitions allow the cabin to shift between private and open environments. All suites can be individually enclosed, while selected sections feature automated elements that can be raised or lowered to adjust privacy levels. This flexibility enables configurations of up to 28 passengers without compromising comfort or exclusivity. Lufthansa Technik will present details of 'The BOW' at the Aircraft Interiors Expo (AIX) in Hamburg from April 14 to 16.

Alaris Aerospace merges global operations into single Florida hub

Alaris Aerospace brings global operations under one roof © Shutterstock

Alaris Aerospace Systems has announced plans to bring its four U.S. warehouse operations together into a single, purpose-built Global Fulfilment Centre in Jupiter, Florida. The new facility is intended to streamline operations, enhance service delivery and strengthen the company's long-term growth trajectory, while reinforcing the resilience of its global supply chain. The consolidation marks a significant operational shift for the company, which specialises in aftermarket aircraft parts and supply chain solutions. By centralising its warehousing footprint, Alaris aims to improve efficiency across inventory management, order processing and distribution, while creating a more consistent and reliable customer experience. "Consolidating our domestic warehousing into one purpose-built fulfillment centre is a major step forward for Alaris Aerospace," commented Bikram Jaswal, Chief Executive Officer of Alaris Aerospace Systems. "This change enables faster order processing, improved inventory accuracy, and a more consistent customer experience - while positioning us to scale as demand grows across commercial and defense markets." To ensure continuity of service, the transition to the new Global Fulfilment Centre will be carried out in carefully managed phases. The company has developed a comprehensive operational plan covering inventory transfers, system transitions and close coordination with both customers and logistics partners, with the aim of minimising disruption throughout the process. "The phased approach allows us to migrate inventory and workflows carefully while maintaining the high service levels our customers expect," stated Ravinder Rathore, Chief Operating Officer. "We're investing in people, systems, and processes to make this a net improvement for every partner we serve."

MRO & PRODUCTION NEWS

Woodward sells pilot controls unit to Ontic

Woodward has agreed to sell its pilot controls unit to Ontic *© Woodward*

Woodward has agreed to sell its pilot controls product line and associated services to Ontic Engineering and Manufacturing (Ontic). The transaction forms part of Woodward's broader strategy to streamline its portfolio and concentrate on higher-growth areas within its aerospace operations. The divestment includes a range of pilot control products used in both commercial and defence aviation, such as throttle quadrant assemblies, rudder pedals and passive side sticks. These products are currently manufactured at Woodward's facility in Niles, Illinois. The deal remains subject to customary closing conditions and regulatory approvals. Woodward emphasised that Ontic is well placed to take over the business and continue supporting customers. As part of the agreement, the two companies will also enter into a long-term supply arrangement under which Woodward will continue to provide certain engineered electromechanical components for the pilot control systems. This ensures ongoing collaboration between the parties even after ownership transfers. To facilitate a smooth transition, Woodward will provide support services for a period of nine to twelve months following completion of the deal, helping to maintain continuity in production and customer deliveries. The move is one of several strategic initiatives aimed at strengthening Woodward's focus on core growth segments. Recent actions include the acquisition of Valve Research and Manufacturing, the relocation of servo line production to its Rock Cut facility, the construction of a new site in Spartanburg to support Airbus A350 spoiler actuation systems, and the transformation of its Loves Park location into a high-volume aerospace services centre. Collectively, these measures are designed to create a more focused and competitive Woodward, better positioned to deliver long-term value for customers and shareholders while expanding its presence in key aerospace markets.

Jeh Aerospace lands long-term Liebherr deal

LTA formalisation during visit by senior Liebherr-Aerospace executives to Jeh's Hyderabad site *© Jeh Aerospace*

Jeh Aerospace has signed a long-term agreement (LTA) with Liebherr-Aerospace to manufacture and supply high-precision components for landing gear systems on high-rate commercial single-aisle aircraft programmes. Under the agreement, Jeh Aerospace will produce these components at its dedicated facility in Hyderabad, India, becoming part of Liebherr-Aerospace's global industrial network. The LTA was formalised during a visit by senior Liebherr-Aerospace executives to Jeh's Hyderabad site, including Martin Wandel (Chief Operating Officer and Managing Director at Liebherr-Aerospace & Transportation SAS), Philipp Walter (Managing Director at Liebherr-Aerospace Lindenberg GmbH), Bernd Schacherl (Director Procurement at Liebherr-Aerospace Lindenberg GmbH) and Vikas Ukkeranda (Senior Manager Supply Chain at Liebherr India Private Ltd., Aerospace Division). Landing gear production remains one of the most demanding areas of aerospace manufacturing, requiring extremely tight dimensional tolerances, rigorous qualification standards and uninterrupted delivery performance. To date, Jeh Aerospace has delivered more than 200,000 flight-critical aerospace components with zero quality escapes.

MRO & PRODUCTION NEWS

GKN Aerospace launches additive manufacturing programme

GKN Aerospace has launched TITAN-AM in partnership with the U.S. Air Force Research Laboratory *© GKN Aerospace*

GKN Aerospace has launched TITAN-AM (Titanium Industrialisation and Technology Advancement for Near-net Additive Manufacturing), an US$8.4 million programme in partnership with the U.S. Air Force Research Laboratory (AFRL). The initiative is aimed at advancing and industrialising Laser Metal Deposition with Wire (LMD-w) technology to support next-generation aerostructures. The TITAN-AM programme will focus on five key areas critical to enabling LMD-w for aerospace structural applications. These include the industrialisation of LMD-w processes for large-scale titanium aerostructure components, the development of robust titanium material datasets to ensure structural performance and reliability, and the advancement of simulation capabilities to optimise both design and manufacturing outcomes. In addition, the programme will develop non-destructive inspection techniques tailored to additive manufacturing processes and demonstrate the technology on selected aerospace structural components. The programme will be carried out at GKN Aerospace's Global Technology Centre in Fort Worth, Texas, which serves as a hub for advanced manufacturing innovation and collaboration with U.S. defence and aerospace partners.

Satair and Schroth enter into new distribution agreement

Thomas Lagaillarde, VP Product Management & Business Development at Satair (l) and Martin Nadol, President of Schroth (r) *© Satair*

Satair and Schroth Safety Products (Schroth) have entered into a new exclusive distribution agreement to support aftermarket requirements for the Installed Physical Secondary Barrier (IPSB) system in North America. The agreement establishes Satair as the sole provider of spares and initial provisioning (IP) packages for this critical security equipment. The IPSB is a secondary barrier door designed to protect the cockpit entry area, meeting a mandated Federal Aviation Administration (FAA) requirement for newly built U.S.-registered aircraft. Although the FAA mandate comes into force in August 2026, Schroth's IPSB system is already fitted as standard line-fit equipment on new Airbus A320neo family and A350 aircraft delivered to major U.S. carriers. "This agreement ensures that North American airlines have immediate, local access to the specialised components required to maintain their new fleets," said Thomas Lagaillarde, VP Product Management & Business Development at Satair. "By securing exclusivity for the IPSB, we are providing a seamless support structure for the next generation of cockpit security." "We are proud to partner with Satair under this exclusive five-year agreement to ensure the seamless delivery of our IPSB system to the North American aftermarket. As the FAA mandate for secondary cockpit barriers approaches in 2026, this collaboration enables us to leverage Satair's extensive distribution network to provide critical support to major U.S. carriers," said Martin Nadol, President of Schroth. The agreement covers support for the existing fleet of A320neo family and A350 aircraft already equipped with the Schroth IPSB, as well as all future Airbus deliveries to U.S. operators. Satair's investment in local inventory ensures that both current and future aircraft fitted with the Schroth IPSB solution can maintain full regulatory compliance without operational disruption.

flyadeal selects global suppliers for A330neo cabin interiors

flyadeal has chosen a mix of European and Asian manufacturers to supply seating and cabin interiors for its new Airbus A330-900neo fleet *© flyadeal*

flyadeal, Saudi Arabia's rapidly expanding low-cost carrier, has chosen a mix of European and Asian manufacturers to supply seating and cabin interiors for its new Airbus A330-900neo wide-body fleet. The airline is preparing to introduce ten aircraft, with the first scheduled to enter service in summer 2027. The carrier has confirmed a two-class configuration comprising 406 Economy and 14 Premium Economy seats. The cabin design focuses on long-haul comfort, incorporating ergonomic reclining seats with enhanced lumbar and back support, adjustable headrests, USB-C charging ports, and ambient lighting to improve the onboard experience. Italian manufacturer Geven will supply the Premium Economy cabin with its Comoda AQ seat, tailored for medium- to long-haul operations. The layout features a 2-3-2 configuration across two rows, offering a seven-abreast arrangement. Each seat provides a 38-inch pitch and up to 8 inches of recline, prioritising personal space and passenger comfort. In Economy Class, flyadeal has selected Chinese manufacturer Jiatai, marking the company's debut in the Middle East market. The customised seats are arranged in a 3-3-3 configuration, with up to 30 inches of pitch. The design emphasises efficient cabin layout while maintaining acceptable comfort levels for long-haul low-cost operations. The A330-900neo's range of over 11 hours will enable flyadeal to expand its network beyond the Kingdom into Asia, Europe and Africa, supporting the airline's broader growth strategy. Additional cabin elements have also been sourced from established suppliers. Safran Cabin will provide bespoke wide-body galleys designed to improve workspace efficiency for cabin crew during inflight service. Meanwhile, Swiss company Lantal Textiles will supply carpets and curtains, extending its existing relationship with flyadeal, having already been selected for the airline's incoming narrow-body fleet. The announcements were made at the Aircraft Interiors Expo in Hamburg, underscoring flyadeal's focus on modern, cost-efficient cabin solutions for its long-haul expansion.

MRO & PRODUCTION NEWS

ALOFT unveils modular 737 cabin retrofit STC

© ALOFT AeroArchitects

ALOFT AeroArchitects has announced the release of a Supplemental Type Certificate (STC) for a multi-aircraft cabin interior retrofit on the Boeing 737 series, establishing a modular, repeatable certification pathway for interior upgrades. The approval incorporates multiple technologies from across the aerospace ecosystem, including the first Spectrum Networks aviation-grade smart outlet installed and certified for the platform. The STC elements advance ALOFT's MOSAIC concept, a modular and certifiable approach to cabin interiors designed to reduce lead times and simplify certification. While this milestone marks the first installation of a certified Spectrum smart outlet on the Boeing 737, ALOFT has previously integrated Spectrum Networks lighting solutions into aircraft modifications. "This STC reflects our focus on certifying scalable, multi-vendor cabin retrofit solutions that ensure the best-fit supplier for each application and can be deployed efficiently across fleets," said Colby Hall, Managing Director of Emerging Technology and Innovation at ALOFT. "By applying the MOSAIC framework to aircraft interiors, we're enabling operators to implement upgrades with greater predictability and flexibility." The Spectrum smart outlet expands ALOFT's portfolio of certification-ready interior solutions, providing customers with a streamlined path to modernise cabins while maintaining long-term adaptability.

Collins wins Helix seat deals for 200 narrow-body aircraft

Helix™ main cabin seats © Collins Aerospace

Collins Aerospace has announced that three international airlines have selected its Helix main cabin seat for upcoming narrow-body aircraft deliveries, covering approximately 200 aircraft across Airbus A320 and Boeing 737 families. Designed to meet the evolving demands of single-aisle travel, the Helix seat focuses on improving passenger comfort while enhancing operational efficiency. Its ergonomic design is intended to create a more intuitive and comfortable seating experience, incorporating tactile elements and a range of customisable features. At the same time, the seat increases usable passenger space and reduces overall weight compared with previous generations, supporting airline efficiency goals. According to Steve Kotso, Vice President and General Manager of Commercial Seating at Collins Aerospace, airlines are seeking cabin solutions that can support the next phase of narrow-body operations as fleets and network strategies continue to shift. He noted that early customer adoption reflects strong demand for a product that balances comfort, durability and efficiency in a changing market environment. The Helix design combines form and function, with a focus on reducing part count and mechanical complexity. This approach is intended to improve reliability and passenger satisfaction without compromising seating density, a key consideration for airline economics. In addition, the use of premium materials and a carefully engineered structure contributes to lower lifecycle costs, while Collins' global aftermarket support network is designed to ensure continuity of operations throughout the product's service life. The Helix seating platform remains under development, with initial shipsets scheduled to align with aircraft deliveries towards the end of 2027. The product is currently being showcased at the Aircraft Interiors Expo, where it is positioned as a next-generation solution for the future of narrow-body cabin design.

MRO & PRODUCTION NEWS

ANTAVIA secures Héroux-Devtek ARC contract

ANTAVIA, an AMETEK MRO business and a global provider of MRO services for commercial and business aviation aircraft, has been awarded an Authorised Repair Centre (ARC) contract by Héroux-Devtek. The agreement covers the repair and overhaul of Embraer Legacy and Embraer Praetor landing gear equipment across Europe. Laurent Bouissou, DVP Business Manager at ANTAVIA, stated: "ANTAVIA brings extensive experience supporting Héroux-Devtek-designed landing gear, underpinned by strong engineering resources and comprehensive in-house capabilities, including non-destructive testing, machining, surface treatment and painting. This combination enables ANTAVIA to meet the demanding turnaround times and quality standards expected by business jet operators." Marc-Olivier Gagnon, Vice President, Engineering & Product Support at Héroux-Devtek, added: "We are pleased to welcome ANTAVIA into Héroux-Devtek's network of Authorised Repair Centres supporting the Embraer Praetor programme across Europe. ANTAVIA's technical expertise, responsiveness and established quality processes position it well to support operators across the region." "This agreement expands ANTAVIA's authorised landing gear repair capabilities and supports broader engagement within the business jet aviation market. It also reflects ongoing investment in tooling, engineering expertise and infrastructure at ANTAVIA's facilities in Paris and Campsas (Toulouse)," Bouissou added. As the aviation industry continues to manage supply chain pressures and rising production costs, OEMs are increasingly seeking trusted MRO partners to support products in service while avoiding disruption to production lines. Many are therefore focusing on core manufacturing competencies and outsourcing MRO activities to specialised providers dedicated to meeting operator demand.

Nose landing gear *© Shutterstock*

FINANCIAL NEWS

IBA secures growth investment from bd-capital

The investment from bd-capital will accelerate the development of IBA Insight and data-led capabilities *© Shutterstock*

IBA, the aviation intelligence and advisory company, has announced a new partnership with bd-capital, a private equity firm focused on scaling data-led businesses. The investment will provide IBA with access to additional capital to accelerate its next phase of growth. IBA's data and advisory solutions support decision-making across the aviation industry, with its insights and services used by airlines, lessors, financial institutions and other global stakeholders. Under TPA Capital's previous ownership, IBA expanded its digital capabilities through the development of the IBA Insight platform, enabling the delivery of data-driven intelligence built on its proprietary dataset. The new partnership with bd-capital reflects sustained demand for aviation data and analytics, as industry participants increasingly rely on independent intelligence to inform fleet, financing and operational decisions. With bd-capital's backing, IBA will continue to invest in its data and digital capabilities, focusing on expanding its analytics platform and enhancing its service offering to clients. bd-capital will work alongside IBA CEO Gerry Gualtieri and his management team to support the company's next phase of growth. As part of the transaction, Graham Elton will join IBA as Chairman, succeeding Chris Stibbs. He brings extensive experience supporting data and information services businesses, including previous chairmanships at Capital Economics, LCP, Law Business Research, JMAN Group and, most recently, With Intelligence. IBA will continue to operate as a standalone business, with no changes to client relationships, services or points of contact.

Qantas flags fuel shock as Middle East conflict drives costs

The Qantas Group has revised its FY26 outlook, citing significant disruption stemming from the conflict in the Middle East, particularly through sharply higher and volatile fuel costs. Fuel outlook has deteriorated materially since the Group's 1H26 update. Jet fuel prices have more than doubled, driven largely by a surge in refining margins, which climbed from around US$20 per barrel in February to approximately US$120 at their peak. While Qantas has hedged about 90% of its crude oil exposure for 2H26, it remains largely exposed to these refining margins. Consequently, total fuel costs for 2H26 are now expected to reach between AUS$3.1 billion and AUS$3.3 billion. Despite supply chain concerns, the Group reports ongoing coordination with government and suppliers, with sufficient fuel availability expected through April and into May. On operations and customer response, Qantas has implemented network adjustments, reduced capacity, and increased fares to offset cost pressures. Although it does not operate directly to the Middle East, it has supported affected passengers travelling via partner airlines with flexible rebooking or refunds. Demand for European travel remains strong, prompting a redeployment of capacity from US and domestic routes to boost services to Paris and Rome. Domestically, capacity will be reduced by around five percentage points in 4Q26, with impacted customers offered alternatives or refunds. Revenue performance remains relatively robust: International unit revenue (RASK) growth for 2H26 is now forecast at four to six per cent—double earlier guidance—while Domestic RASK is expected to rise five per cent for 2H26 and six per cent in 4Q26. From a financial perspective, Qantas maintains a solid balance sheet. FY26 capital expenditure is now expected at or below AUS$4.1 billion. A previously announced AUS$300 million interim dividend will proceed, but a planned AUS$150 million share buyback has been paused. Net debt is projected to sit within its target range by June 2026. (US$1.00 = AU$1.40 at time of publication).

FINANCIAL NEWS

Novus launches third aviation finance fund, TAF III

Novus Aviation Capital, a Dubai-based aircraft leasing and financing platform, has announced the launch of Tamweel Aviation Finance III (TAF III), its third secured second-lien debt fund dedicated to financing Airbus aircraft. TAF III is a closed-end fund co-sponsored by Airbus, Development Bank of Japan Inc. and Novus. Building on the success of its predecessors, TAF III will be managed by Novus and will continue to provide secured second-lien financing solutions to airline customers. Since its inception, the Tamweel Aviation Finance platform has proven its value for both airline and lessor borrowers seeking to diversify funding sources and optimise capital structures. It has demonstrated flexibility by combining second-lien financing with a range of structures across multiple geographies, credit profiles and aircraft types. The launch of TAF III follows the full deployment of capital from Tamweel Aviation Finance II, which has now committed all allocated funds. “Airbus is proud to continue its 12-year positive track record with the Tamweel Aviation Finance funds, and we are delighted to be a sponsor of this third fund,” said Paul Meijers, Executive Vice President – Head of Commercial Transactions at Airbus. “TAF has proven itself to be a highly efficient and effective tool, not only supporting Airbus delivery financing but also offering significant value through enhanced financing options for our customers.”

INFORMATION TECHNOLOGY

Ramco powers Korean Air engine MRO digitalisation

Ramco Systems has announced the successful go-live of its Aviation Suite at Korean Air’s engine maintenance centre. The airline, South Korea’s flag carrier and largest carrier, will use the platform to streamline complex operations, enhance productivity and support the expansion of its engine maintenance capabilities with a scalable, future-ready solution. Ramco Aviation Suite enables seamless collaboration and process integration across engine maintenance, finance, customer support and billing. The system also integrates with internal and external platforms, including Korean Air’s automated storage and retrieval system for efficient warehouse management, while connecting the airline with customers and suppliers through industry-standard technologies to ensure interoperability and scalability. In addition, the suite provides real-time intelligence on engine maintenance operations, delivering data-driven insights into capacity versus production throughput, cost and revenue metrics, and overall profit and loss performance. In a significant move towards paperless operations, more than 400 mechanics and engineers at Korean Air now use Ramco’s Mechanic Anywhere mobile application to execute maintenance tasks digitally. This removes manual bottlenecks, reduces queue times and optimises workflows, resulting in faster turnaround and improved operational efficiency. Ramco Aviation Suite will also serve as a core digital platform for operations at Korean Air’s new engine maintenance cluster, scheduled to open in 2027 as Asia’s largest engine MRO hub.

Ramco Systems and the Korean Air team at the Go-Live ceremony held at Korean Air’s engine maintenance centre *© Ramco*

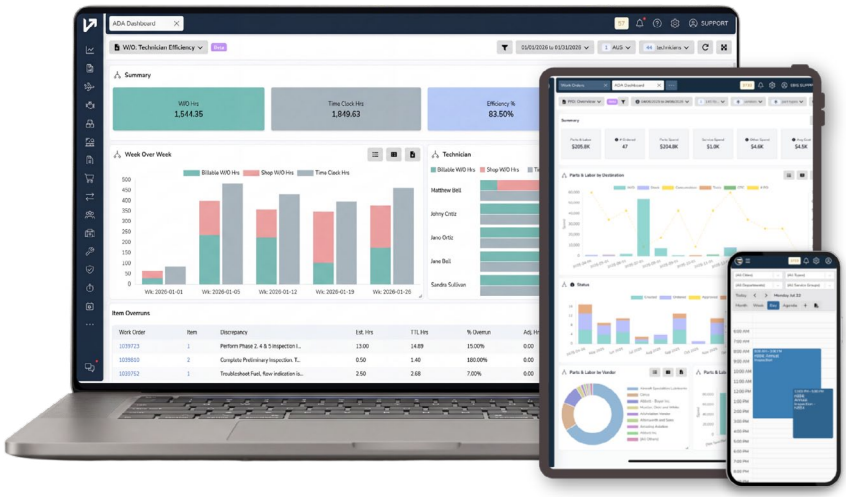
GA-ATS enters strategic partnership with SVP Aerospace

Do228 NXT communication equipment *© GA-ATS*

General Atomics AeroTec Systems (GA-ATS) has entered a strategic partnership with SVP Aerospace to enhance mission equipment capabilities for the Do228 NXT special mission aircraft. The collaboration focuses on delivering robust, flexible data transmission solutions, enabling reliable communication between the aircraft and a wide range of ground and airborne targets, including ships, vehicles, ground stations and other aircraft. At the core of the partnership is the integration of SVP Aerospace’s proven transmission technology, capable of handling up to four HD video streams or a single UHD stream with low latency and high stability. This significantly expands the Do228 NXT’s operational capabilities, making advanced data-sharing tools available to defence, security and emergency service operators worldwide. The upgraded system allows operators to transmit diverse data types in real time, including metadata, coordinates, still imagery, live video feeds and infrared content. Importantly, both the type of data and the transmission pathway can be configured according to mission requirements, providing a high degree of operational flexibility. Three primary data link options are available. The IP Satellite DataLink ensures global coverage, making it suitable for remote or long-range missions where terrestrial networks are unavailable. The IP Cellular DataLink uses standard mobile networks, including 5G, and is particularly effective for low-altitude operations where signal coverage remains strong. The third option, the AVS RF Antenna, enables direct line-of-sight communication over distances of up to 160 kilometres, offering a reliable and cost-efficient solution for operations within visual range. These systems can be deployed individually or combined to create a layered communication architecture. The Do228 NXT’s inherent versatility, combined with these enhanced data transmission capabilities, strengthens its suitability for a wide spectrum of missions. These include surveillance and reconnaissance, maritime patrol, search and rescue, environmental monitoring and emergency response coordination. The result is a fully connected platform capable of delivering real-time situational awareness in complex operational environments.

INFORMATION TECHNOLOGY

Veryon expands MRO Ecosystem with integrated Work Centre and GSE solutions



© Veryon Work Center

Veryon has unveiled two new solutions—Veryon Work Center and Veryon GSE—at MRO Americas in Orlando (21–23 April), marking a significant expansion of its digital maintenance ecosystem. Both products evolve from the EBIS platform acquired from Tronair last year and are positioned to enhance Veryon's end-to-end fleet and asset management offering. The launch builds directly on Veryon's existing Tracking and Tracking+ capabilities, adding a more comprehensive operational layer that integrates work orders, quoting, parts management, and inventory control. The Work Center platform is tailored primarily for North American Part 145 repair stations, A&P shops, service centres, FBOs, and OEMs, providing a centralised environment for managing maintenance workflows. Meanwhile, Veryon GSE extends oversight to ground support equipment, addressing the needs of Part 121 airlines, airports, and global ground handling providers. Chief Executive Bethany Little emphasised that the solutions respond to mounting industry pressures, where operators must manage increasingly complex operations with constrained resources. The platforms aim to simplify workflows while improving visibility across both aircraft maintenance and ramp operations. Veryon Work Center consolidates planning, execution, and documentation into a single digital system, covering areas such as labour tracking, scheduling, compliance, invoicing, and recordkeeping. This integration enables maintenance teams to operate more efficiently while maintaining audit readiness. Early user feedback highlights tangible productivity gains, with one operator noting the system can effectively replace several administrative roles, delivering both time and cost savings. Complementing this, Veryon GSE introduces centralised management of ground equipment, offering real-time insight into asset status, maintenance schedules, and parts availability. This helps reduce downtime and ensures equipment readiness aligns with flight operations, a critical factor for high-frequency airline environments. Both solutions are unified within Veryon's broader platform, underpinned by shared data and workflows. At its core is Veryon AIRE, an AI-driven engine trained on over 100 million maintenance events. This capability enables predictive insights, faster fault identification, and more confident decision-making. By linking the entire maintenance lifecycle into a cohesive, intelligent system, Veryon aims to reduce inefficiencies, enhance operational visibility, and ultimately keep aircraft—and supporting equipment—performing reliably.

OTHER NEWS

Lyon Saint Exupéry Airport © VINCI Airports

More than 74 million passengers travelled through the **VINCI Airports** network in the first quarter of 2026, marking a 1.5% increase compared with the same period in 2025. This performance underscores the resilience and geographical diversity of the network amid a backdrop of geopolitical disruption. While the conflict in the Middle East and tensions between China and Japan have had localised impacts on certain airports, the overall effect on the network's global dynamics has remained limited, reinforcing its robustness. In Latin America, network airports once again delivered strong performance. In Brazil, Salvador Bahia Airport recorded double-digit traffic growth (+12%), driven by expanded services from GOL, Azul and LATAM, alongside sustained demand for long-haul routes operated by TAP. In Mexico, growth continued at a solid pace in Monterrey, primarily supported by domestic traffic. In the Dominican Republic, passenger numbers increased across the network, with Arajet driving notable growth at Santo Domingo. Costa Rica further strengthened its international appeal. The main exception was Santiago Airport in Chile, where traffic declined due to fleet allocation challenges affecting SKY Airlines. In Cabo Verde, airports within the VINCI Airports network posted particularly strong growth, with traffic rising by 17%. This was supported by the diversification of air connectivity, including new routes operated by partner airlines such as easyJet and Transavia, with additional winter-season services from France, the United Kingdom and Portugal. In Europe, several airports maintained positive momentum. Belgrade Airport continued to perform strongly, supported by the expansion of routes to Western Europe. Edinburgh also recorded robust growth, driven by demand for Mediterranean destinations. Despite the suspension of flights to the Middle East, Budapest Airport sustained high passenger volumes, benefiting from expanded offerings by Ryanair and easyJet, as well as growing demand for destinations such as Italy, Spain and France. In Portugal, Lisbon Airport benefited from increased long-haul services operated by TAP to Brazil and the United States. Porto Airport also delivered strong growth, supported by continued expansion of transatlantic routes and services to Spain, the United Kingdom and Italy. Some airports faced more challenging conditions. At London Gatwick, the reorganisation of medium-haul operations and cancellations linked to the Middle East conflict moderated the otherwise strong performance of easyJet and British Airways during the quarter. In France, domestic traffic—adversely affected by higher taxation—continued to weigh on the performance of regional airports. Finally, geopolitical tensions between China and Japan impacted overall performance at Japanese airports. However, the regional market remained dynamic, with traffic showing notable growth, particularly from South Korea.

OTHER NEWS

© Lufthansa CityLine

Lufthansa Group is accelerating the implementation of its corporate strategy in response to sharply rising kerosene prices—now more than double pre-Iran war levels—and increasing pressures from labour disputes. An initial package of measures has been approved, including reductions to short-, medium- and long-haul flight programmes, alongside steps towards earlier fleet modernisation. As an immediate measure, all 27 operational aircraft of **Lufthansa CityLine** will be permanently withdrawn from the flight programme starting the day after tomorrow, in a move aimed at curbing ongoing losses at the underperforming airline. The Canadair CRJ fleet is approaching the end of its technical service life and carries comparatively high operating costs. In a second phase, long-haul capacity will be reduced by six intercontinental aircraft at the end of the summer schedule. This includes the retirement of the final four Airbus A340-600 aircraft in October, marking the definitive end of the type's service at Lufthansa. In addition, two Boeing 747-400 aircraft will be grounded for the winter season, with full retirement of the type planned for next year. A third phase, scheduled for the 2026/27 winter timetable, will see further capacity reductions within the Lufthansa core brand as part of a broader consolidation of short- and medium-haul operations across the Group's six hubs. This reduction is equivalent to the removal of five aircraft. With the implementation of this initial package, the Group is accelerating its planned consolidation of short- and medium-haul traffic. The early retirement of older aircraft types also aligns with its strategy to reduce the number of sub-fleets as quickly as possible. The planned allocation of nine additional Airbus A350 aircraft to Discover Airlines forms part of the Group's medium-term fleet strategy. To further reduce administrative costs, Lufthansa has introduced new savings targets covering staff recruitment, internal events and external consulting services. These measures support the existing goal of reducing 4,000 administrative positions across the Group by 2030. Against the backdrop of the planned end of Canadair jet operations at Lufthansa CityLine by year-end at the latest—and the potential cessation of all flight operations—offers for alternative employment have already been extended to all employee groups. The measures are expected to deliver a disproportionate reduction in fuel costs. Less efficient aircraft are being retired early, while overall kerosene consumption—and therefore exposure to unhedged fuel purchases—is reduced. Currently, around 80% of the Group's fuel consumption is hedged based on crude oil prices. However, the remaining 20% must be procured at significantly higher market rates. The latest measures are set to reduce this particularly costly unhedged portion by approximately ten per cent.

MILITARY AND DEFENCE

Textron secures extension for T-6 trainer support

Textron Aviation Defense LLC, a subsidiary of Textron Inc., has been awarded a five-year U.S. Government contract to continue delivering Sustaining Engineering and Program Management (SEPM) services for the T-6 trainer fleets operated by the U.S. Air Force, Navy and Army. Initially awarded in 2021, the contract extension ensures a further five years of systems engineering and programme management support. The scope covers sustaining and systems engineering, alongside programme oversight and support for maintenance, repairs, modifications and structural integrity programmes across the T-6A, T-6B and T-6D aircraft. All work will be carried out in Wichita, Kansas. Travis Tyler, President and CEO of Textron Aviation Defense, said the follow-on award demonstrates the continued confidence of the U.S. Government's T-6 Joint Program Office in the company's capabilities. He added that the focus remains on maintaining aircraft availability and ensuring the fleet is mission-ready to support the training of the next generation of military pilots. The Beechcraft T-6 Texan II is widely regarded as a leading military training platform. Supported by nearly a century of aviation manufacturing expertise, the wider organisation has delivered more than 255,000 aircraft globally. The Texan II is valued for its relatively low acquisition, operating and sustainment costs, enabling air forces to accelerate pilot training efficiently. With an installed base that significantly exceeds that of its nearest competitor, the T-6 family has remained the world's leading integrated training system for over 20 years. Its active production line, backed by a Manufacturing Readiness Level of 10 and a well-established supply chain, reinforces its reliability and long-term sustainability.

Textron Aviation Defense continues to support sustainment of more than 700 Beechcraft T-6 Texan II aircraft under a renewed five-year SEPM contract © Textron

MILITARY AND DEFENCE

GE Aerospace to build India-Based F404 engine support hub

Tejas light combat jet © HAL

GE Aerospace has signed a contract with the Indian Air Force (IAF) to establish a domestic depot facility for the F404-IN20 engines that power the Tejas light combat aircraft fleet, marking a significant step towards strengthening India's defence self-reliance. The facility will be set up and operated by the IAF, with GE Aerospace providing technical expertise, training, support personnel, spare parts and specialised equipment. Once operational, the depot will remove the need to rely on overseas repair centres, substantially improving maintenance turnaround times and fleet availability. This initiative represents the latest development in a partnership between GE Aerospace and the IAF that spans more than four decades. The new facility is expected to enhance local sustainment capabilities and support India's broader push for indigenous defence infrastructure. Rita Flaherty, Vice President of Sales and Business Development for Defense & Systems at GE Aerospace, said the agreement reflects the company's ongoing commitment to supporting India's armed forces. She noted that the depot will help ensure greater availability of F404-IN20 engines while providing the IAF with reliable access to advanced propulsion technology. Beyond this programme, GE Aerospace continues to play a substantial role in developing India's aerospace ecosystem across design, manufacturing and sustainment. The company has invested heavily in skills development, including training more than 5,000 individuals in core manufacturing capabilities at its Pune facility. Its Edison Engineering Development Programme has also produced 150 engineering graduates locally. In addition, the GE Aerospace Foundation, in collaboration with United Way, launched the "Next Engineers" initiative in Bengaluru in September 2025. This four-year programme aims to support 4,000 aspiring engineers through college and career readiness pathways. GE Aerospace engines power multiple Indian military platforms beyond the Tejas, including the Navy's P-8I maritime patrol aircraft and MH-60R helicopters, as well as the Air Force's AH-64 Apache helicopters. Its LM2500 marine gas turbines also provide propulsion for key naval assets such as the INS Vikrant aircraft carrier and P-17 Shivalik-class frigates.

Boeing secures US$325m Chinook helicopter order

A CH-47F Block II conducts a flight at Redstone Test Center in Huntsville, Ala. © Boeing/Studio 51

The U.S. Army has awarded Boeing a US$324 million contract for six CH-47F Block II Chinook helicopters, further advancing its effort to deliver critical equipment to frontline forces more rapidly. This latest award brings the total number of Block II Chinooks under contract to 24, reinforcing the platform's central role in Army logistics and lift operations. Heather McBryan, Vice President and Programme Manager for Cargo Programmes at Boeing Defense, Space & Security, said the continued production awards demonstrate the Army's confidence in the aircraft's capability. She highlighted the Chinook's effectiveness in supporting logistics across demanding environments and diverse operational scenarios. According to McBryan, the Block II variant enhances operational reach, enables faster resupply, and offers improved protection for personnel operating in austere and contested conditions. The Lot 6 contract follows two additional awards made last year, including the first issued under the Army's Rapid Fielding decision framework. This approach is designed to accelerate the deployment of critical capabilities, ensuring forces are equipped to meet evolving operational requirements without delay. To date, Boeing has delivered six CH-47F Block II production helicopters to the Army. Preparations are now underway to field the first operational unit equipped with the upgraded aircraft, with deployment expected no later than mid-calendar year 2028, following the delivery of Lot 3 aircraft. The CH-47F Block II represents a significant upgrade to the proven Chinook platform, incorporating enhancements aimed at improving payload capacity, efficiency, and survivability. As global operational demands grow more complex, the aircraft remains a cornerstone of the Army's heavy-lift and logistics capability, supporting missions ranging from troop movement to supply distribution in challenging environments.

MILITARY AND DEFENCE

AAR secures US$305m US Navy C-40A support deal

AAR CORP has been awarded a contract worth approximately US$305 million to provide contractor logistics support for the United States Navy and Marine Corps C-40A fleet. AAR's support will ensure the aircraft's continued operational readiness and long-term sustainment, reinforcing their ability to meet mission requirements. The firm fixed-price, indefinite-delivery/ indefinite-quantity contract covers main operating base logistics and materiel support; field team and detachment support; scheduled and unscheduled depot-level aircraft and component maintenance, modification and repair; commercial line maintenance; and scheduled and unscheduled organisational- and depot-level support equipment maintenance, modification and repair.

INDUSTRY PEOPLE


Satheeshkumar Kumarasingam

• Pratt & Whitney has appointed **Satheeshkumar "Kumar" Kumarasingam** as President of Pratt & Whitney Canada, effective June 1. He succeeds **Maria Della Posta**, who has announced her retirement, and will report to Pratt & Whitney President **Shane Eddy**. "Pratt & Whitney Canada holds a leading position across all its segments, with a portfolio of nearly 75,000 engines in service and 14,000 customers worldwide," said Eddy. "Kumar has been an instrumental leader across Pratt & Whitney and brings extensive experience, along with a deep understanding of customers and the markets in which Pratt & Whitney Canada operates. I am confident he will continue to drive innovative growth, deliver exceptional customer service, and maximise operational performance globally. I also thank Maria for her service and lasting impact on Pratt & Whitney Canada, a strong organisation that will play a key role in shaping RTX's future success." Kumarasingam joined Pratt & Whitney in 1995 and has held roles in engineering, quality, operations, sales and marketing, and customer service. He was appointed Chief Transformation and Strategy Officer in 2022 and Chief Digital Officer in 2025.


Felipe Santana Santiago de Lima

• Embraer's board of directors has appointed **Felipe Santana Santiago de Lima** as Executive Vice President of Finance and Investor Relations, effective April 13. Santana, currently the company's Global Director of Treasury, has spent 18 years at Embraer, holding leadership roles across financial operations, treasury, insurance, customer finance and shared services. Over his career, he has developed strong expertise in corporate finance and treasury, with extensive exposure to capital markets, liability management, aircraft financing, investor and banking relations, and risk management, supporting strategic decision-making and long-term value creation. He holds a degree in International Relations from Fundação Escola de Comércio Álvares Penteado (FECAP) and a Certified Financial Management (CFM) credential from Insper. He has also completed executive education programmes at Fundação Dom Cabral, Harvard University and Fundação Getulio Vargas (FGV). The company said the appointment ensures continuity in its financial leadership and supports the execution of its strategy and business plan.


Paul Sheridan

• Aergo Capital has appointed **Paul Sheridan** as Chief Executive Officer (CEO), effective June 2, 2026, marking a significant leadership transition for the global aircraft lessor and servicer. He will be based at the company's Dublin headquarters and succeeds **Eugene O'Reilly**, who has held the position on an interim basis since January 2026. Sheridan brings more than 25 years of experience across aviation and finance, with a career spanning leasing, asset management, banking, consultancy and airline operations. His professional background reflects a broad and technically diverse skill set, developed across major aviation hubs including Dublin, London and Hong Kong. He began his career with Aer Lingus before moving into banking and leasing, where he gained expertise in areas such as debt syndication, aircraft trading, structured finance and advisory services. In more recent roles, Sheridan has held senior leadership positions with a strong focus on aviation finance. He most recently led PwC Ireland's aviation finance advisory practice, where he advised on complex transactions and strategic initiatives across the sector. Prior to that, he served as Chief Executive Officer and director of AMCK Aviation, further strengthening his credentials in aircraft leasing and asset management. Aergo's ownership by funds managed by AB CarVal underscores its position within the global leasing market, and Sheridan's appointment is seen as a strategic move to support the company's next phase of growth. His international experience and cross-functional expertise are expected to complement the existing leadership team and enhance Aergo's ability to scale its operations and investment activities.

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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				
(5) CFM56-5B3/3	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
(2) CFM56-7B26	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
(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 (3) B737 LG Shipset,		GA Telesis		landinggearsales@gatelesis.com	
(11) A320 LG Shipset, (1) B757 LG Shipset, (1) 767 Shipset					
(8) 131-9A, (9) 131-9B (Max compliant)		GA Telesis		apu@gatelesis.com	+1-954-849-3509
(1) 331-500, (1) PW901, (1) 131-9B					
Engine stands: CF6-80C2, 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				