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Weekly Aviation Headline News

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>
> *Marshall Huebner, outside lawyer for Spirit Airlines*

© Spirit Airlines

Spirit Courts US$500 million Government Aid to Avoid Collapse

Spirit Airlines is looking to strike deal with Trump administration to secure an approximate US$500m loan as it strives to remain operational during bankruptcy and restructuring. Deal not popular with other airlines as they try to cope with soaring fuel costs

A lawyer for Spirit Airlines (Spirit) confirmed last Thursday that the bankrupt carrier is in advanced discussions with the US federal government on terms of financing to assist the airline with its restructuring. Marshall Huebner, an outside lawyer for Spirit, said at a bankruptcy court hearing in New York that details of the proposed financing offered by the Trump administration have been shared with its primary creditor groups. “The financing offered to us by the federal government would do far more than make this reorganisation possible. It would create an appropriately capitalised, fierce competitor in the airline space,” Huebner said, emphasising talks are continuing. “I think it’s far too early for anybody to know where this is going.” He added that the “The financing offered to us by the federal government would do far more than make this reorganization possible. It would create an appropriately capitalised, fierce competitor in the airline space.” Reuters news agency and other outlets reported last Wednesday that the Trump administration was nearing a deal to rescue the ultra-low-cost carrier with approximately US$500 million in government-backed financing, likely in the form of a loan to keep Spirit running during bankruptcy, and which would later become a longer-term loan when the airline exits bankruptcy. Warrants would give the US government a potential stake of up to 90%, the sources said. Huebner also warned that the liquidation of Spirit would eliminate the carrier’s 17,000-plus jobs and generate billions of dollars in claims. “The cash actually available to Spirit to fund ongoing operations is not going to last for very much longer.” A judge may hold a hearing this week on the government financing. Spirit Airlines pilots represented by the Air Line Pilots Association said in a statement they back the proposed government support. “Federal relief is not a handout,” said Ryan Muller, Chair of the local union representing Spirit pilots. “It is a loan that will allow the airline to finish the work that is already well underway, and it is the right call for 14,000 workers, nearly 2,000 pilots, the families who depend on those pay cheques, and the millions of passengers who rely on affordable air travel.” However, it is understood that the prospect of federal funding for Spirit worries other US carriers that are also wrestling with higher fuel costs. Support for Spirit has also divided members of Trump’s administration and Republican lawmakers. US President Donald Trump told CNBC on Tuesday that he would prefer to see Spirit acquired but said government involvement was possible. Transportation Secretary Sean Duffy and some lawmakers have raised concerns about a potential bailout of Spirit, questioning if it can succeed. Duffy said this week that no one wants to buy Spirit Airlines. “If no one else wants to buy them, why would we buy them?” Duffy asked.


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AIRCRAFT & ENGINE NEWS

Iberia Maintenance Madrid becomes LEAP Premier MRO shop

CFM International and International Airlines Group (IAG) have signed an agreement granting a CFM Premier MRO licence for both LEAP-1A and LEAP-1B engines, strengthening support for one of the industry's fastest-growing engine families. The deal positions Iberia's long-established engine maintenance facility at La Muñoza, near Madrid-Barajas Airport, as a key European hub within CFM's global LEAP maintenance, repair and overhaul network. With more than 50 years of experience in engine maintenance, Iberia's facility will see its capabilities progressively expanded to support LEAP operators worldwide, including fleets within the IAG group. Initial LEAP engine inductions are scheduled for the first quarter of 2027, marking the start of a phased ramp-up in activity as demand for LEAP-related services continues to grow. The agreement reflects both strategic positioning and long-term investment planning. For IAG and Iberia, becoming a Premier MRO provider opens up a significant growth avenue in the highly competitive single-aisle engine maintenance market, where demand is expected to increase sharply over the coming years. The move also aligns with Iberia's broader transformation strategy, aimed at improving profitability, operational resilience and cost efficiency amid ongoing macroeconomic and geopolitical uncertainty. From CFM's perspective, the addition of IAG to its MRO ecosystem reinforces a long-standing partnership and supports its commitment to maintaining an open, global support network. As the installed base of LEAP engines expands—now powering more than 4,600 aircraft across the Airbus A320neo and Boeing 737 MAX families—maintenance demand is forecast to rise significantly by the end of the decade. Expanding the MRO network with experienced partners such as Iberia is therefore critical to ensuring sufficient capacity and maintaining high service standards. Overall, the agreement enhances global LEAP support infrastructure while positioning Iberia as a central player in the European MRO landscape, capable of supporting both internal and third-party operators as the LEAP fleet continues its rapid growth trajectory.

GTF Advantage cleared for Europe

The Pratt & Whitney GTF Advantage™ engine powering the Airbus A320neo aircraft. *© Airbus*

Pratt & Whitney has secured European certification for its GTF Advantage engine on the Airbus A320neo family, clearing a major regulatory hurdle ahead of entry into service. The European Union Aviation Safety Agency (EASA) approval follows earlier certification by the U.S. Federal Aviation Administration in February 2025 and subsequent validation by EASA in October 2025, paving the way for initial production deliveries. The GTF Advantage builds on Pratt & Whitney's geared turbofan architecture, which already offers leading fuel efficiency in the single-aisle segment. The upgraded variant is designed to extend that advantage, delivering improved durability and operational capability. According to the manufacturer, the engine can provide up to twice the time on wing compared with earlier GTF models, a key metric for airlines seeking to reduce maintenance frequency and maximise aircraft utilisation. Performance enhancements are also central to the programme. The GTF Advantage is expected to deliver between four and eight percent more take-off thrust, enabling higher payload capacity and extended range. This combination allows operators to open new routes and improve economics on existing sectors. Crucially, the engine remains fully interchangeable and intermixable with the current GTF model, simplifying fleet integration. Pratt & Whitney plans for the GTF Advantage to become the production standard for the A320neo family, with full transition targeted by 2028. For existing operators, the company is offering a pathway to capture much of the upgrade's benefit without acquiring new engines. The GTF Hot Section Plus (HS+) package for the PW1100G-JM will allow airlines to achieve up to 90–95% of the durability improvements. This retrofit option is scheduled to become available later this year and can be installed during routine maintenance visits, limiting additional downtime. To support anticipated demand, Pratt & Whitney is continuing to expand its industrial footprint. Investment includes nearly US$1 billion in its turbine airfoil facility in Asheville, North Carolina, and a further US$200 million in its forging facility in Columbus, Georgia, aimed at increasing overall production capacity and supporting the engine's ramp-up.

SkyWorks reports Q1 advisory and asset activity

SkyWorks Holdings has completed transactions and new engagements across its advisory and asset management platform during Q1 2026. The company advised a North American network carrier on the buyback of two A350-900 aircraft currently on lease. It also supported Azul Brazilian Airlines with fleet-related restructuring advisory services as part of its Chapter 11 process, including the restructuring of aircraft leases, OEM orderbooks and engine maintenance contracts. The restructuring reduced Azul's total debt and lease obligations by more than US$2.5 billion. In addition, SkyWorks advised American Airlines on its order for CFM LEAP-1A engines and associated long-term maintenance support in Q1, and supported Flair Airlines in negotiating an engine maintenance contract. On the asset management side, SkyWorks arranged the acquisition and lease of a CFM56-7B26 engine on behalf of a major financial institution in Q1 and has been retained to provide ongoing lease management services. The firm has also been engaged by a Caribbean carrier to review its cost structure.

AIRCRAFT & ENGINE NEWS

LUMINAIR orders nine Citation Latitude jets

Cessna Citation Latitude jet © Textron

At AERO Friedrichshafen in Germany, Textron Aviation has announced, a new purchase agreement with European private jet operator LUMINAIR for nine Cessna Citation Latitude aircraft, signalling a strategic fleet expansion to meet rising demand. The midsize Citation Latitude was selected for its combination of range, operational efficiency and cabin comfort. Designed with a stand-up, flat-floor cabin, the aircraft can accommodate up to nine passengers, making it well suited to a broad spectrum of missions. LUMINAIR plans to deploy the aircraft across a variety of operations, including corporate and private travel, air ambulance services, and more specialised roles such as intelligence, surveillance and reconnaissance (ISR), utility transport, aerial survey, flight inspection and training. Its versatility is further enhanced by its range capability, enabling non-stop routes such as Edinburgh to Larnaca, Riga to Tenerife and Helsinki to San Sebastián. Deliveries are scheduled to begin later this year, marking a key step in LUMINAIR's long-term growth strategy. The addition of the Citation Latitude is expected to strengthen the operator's ability to scale its services while maintaining flexibility across mission profiles. LUMINAIR's leadership highlighted the acquisition as a pivotal development in its fleet planning. The company aims to expand capacity while upholding high standards of safety and service quality as demand for private aviation continues to grow across Europe. The deal also reflects the strong presence of Cessna Citation aircraft in the region, where more than 850 jets are currently in operation. These aircraft support a wide range of activities, from executive transport to critical medical missions and specialised aviation services, underlining their adaptability and continued relevance in the European market.

AIRCRAFT & ENGINE NEWS

AACS acquires B757 for dismantling

AACS has bought a former Pacific Airlines Boeing 757-200 for dismantling *© AirTeamImages*

AMTRA Aero Component Solutions LLC (AACS), a US-based aircraft component supplier headquartered in Tulsa, Oklahoma, has announced the acquisition of a Boeing 757-200 aircraft, manufacturer serial number (MSN) 27810, formerly operated by New Pacific Airlines. The aircraft will be dismantled on site in Mojave, California, with components harvested for the used serviceable material (USM) market. The acquisition represents a strategic expansion of AACS's component inventory, enhancing the company's capacity to support operators across both widebody and narrowbody platforms. "The strategic acquisition of a 757 will diversify our component pool, extending our reach not only to Boeing 757 operators but also to B767 operators," said Pablo Aguirre, Chief Commercial Officer of AMTRA Aero Component Solutions. Owing to significant component commonality between the Boeing 757 and 767 fleets—including shared rotables, avionics and systems—the teardown is expected to yield material applicable to a broader customer base than a single-type disassembly.

Ethiopian confirms six more Dreamliners

Signing ceremony between Boeing and Ethiopian Airlines *© Boeing*

Boeing and Ethiopian Airlines have confirmed an order for six additional 787 Dreamliner aircraft, as the carrier fully exercises options included in its 2023 agreement. The deal converts previously agreed commitments into a firm order, reinforcing the airline's long-term fleet expansion strategy. Ethiopian Airlines plans to deploy the 787-9 aircraft to grow its intercontinental network from its Addis Ababa hub while also boosting cargo capacity. The move comes amid sustained growth in long-haul travel demand, with the airline seeking to strengthen its position across key global markets. Group Chief Executive Mesfin Tasew described the order as a significant milestone, noting that the decision reflects the airline's continued trajectory of sustainable growth and its readiness for further expansion. He emphasised that investing in advanced aircraft such as the Boeing 787-9 supports both operational efficiency and enhanced passenger comfort. Ethiopian Airlines already operates the largest fleet of 787 Dreamliners in Africa, utilising both the 787-8 and 787-9 variants. These aircraft serve a wide range of intercontinental routes linking Addis Ababa with major destinations across Europe, Asia and North America, alongside important intra-African connections. The additional aircraft will further modernise the airline's fleet and increase capacity on high-demand routes, enabling Ethiopian to maintain its competitive edge as one of the continent's leading carriers.

Magellan and Worldstar secure B737-800 trio for Eastar Jet

Eastar Jet Boeing 737-800 *© AirTeamImages*

Magellan Aviation Group (Magellan), in partnership with Worldstar Aviation (Worldstar), has announced the acquisition of three Boeing 737-800 aircraft currently on lease to Eastar Jet. The transaction enables the airline to secure additional capacity for future operations, while also providing a structured approach to asset and maintenance management. As part of the deal, Magellan and Worldstar have worked jointly to limit maintenance exposure through the procurement of green-time engines, supporting near-term operational flexibility and cost control. The approach reflects a broader strategy to balance asset utilisation with lifecycle efficiency, while strengthening support for the lessee. David Rushe, President and CEO of Magellan, said the acquisition enhances both material availability and operational flexibility. He noted that the transaction secures valuable engine and airframe assets for Magellan's used serviceable material business, while also reinforcing its ongoing collaboration with Worldstar. He also acknowledged the efforts of key team members in bringing the deal to completion. Marc Iarchy, Partner at Worldstar Aviation, highlighted the collaborative nature of the agreement, describing it as a process shaped by close coordination and a shared approach to asset management. He added that combining the expertise of both organisations, alongside a creative engine strategy, is intended to support the airline with improved flexibility, reduced maintenance exposure and a lower overall shop visit burden.

MRO & PRODUCTION NEWS

JAL Unveils New Economy Seat for 737 MAX

The ergonomically designed seat cushions and customised dress covers of the R2 seats are tailored to Japan Airlines' branding
© RECARO Aircraft Seating

Japan Airlines has introduced the RECARO R2 economy-class seat for its new Boeing 737 MAX 8 fleet, unveiling the product at an event in Tokyo on March 23, 2026. The airline's forthcoming 737 MAX 8 aircraft will feature the R2 seat throughout the economy cabin, with a focus on passenger comfort, connectivity and practical design. Each seat is fitted with both USB Type-A and USB Type-C charging ports, allowing passengers to power personal devices throughout the flight. A dedicated "bring your own device" (BYOD) holder is also integrated, enabling convenient positioning of smartphones or tablets for in-flight use. Comfort has been enhanced through ergonomically designed seat cushions and customised dress covers tailored to Japan Airlines' branding. The seats also incorporate an integrated headrest to provide improved support, while maintaining a lightweight structure intended to optimise both comfort and efficiency. In terms of functionality, each seat includes a generously sized tray table suitable for dining, working or entertainment. Storage has been carefully considered, with two literature pockets provided: an upper pocket and a lower pocket featuring expanded netting. These are designed to offer sufficient storage capacity while preserving passenger living space. Overall, the introduction of the RECARO R2 reflects Japan Airlines' efforts to modernise its narrow-body fleet cabin, combining enhanced ergonomics with practical features aimed at improving the onboard experience.

Drake Air expands A220 thermal MRO capability

AMETEK MRO Drake Air, an AS9110/9100-certified MRO Centre of Excellence for aircraft thermal management, is expanding its thermal capabilities to support testing, repair and overhaul services for the Airbus A220 platform. This move further reinforces Drake Air's position as a trusted provider of advanced heat transfer solutions for next-generation commercial aircraft. The enhanced A220 capability will support a growing operator base seeking reliable, high-quality thermal management repair solutions, underpinned by Drake Air's deep technical expertise and in-house manufacturing resources. As part of this expansion, Drake Air expects Nu-Matrix—its FAA-approved DER core replacement process—to be available in Q2 2026 for applicable A220 thermal components, offering operators a cost-effective alternative that restores components to like-new performance. "This expansion reflects our continued focus on investing in the platforms and technologies our customers rely on today and into the future," said Lance Golwas, Division Vice President and Business Manager, AMETEK MRO Midwest. "By adding A220 test, repair and overhaul capability, we are extending our proven thermal management expertise to support a modern, growing fleet while maintaining the quality, reliability, and turnaround performance Drake Air is known for." Drake Air's expanded A220 capability complements its broad portfolio of thermal management services, including heat exchangers, oil coolers, fuel heaters and precoolers, across commercial, regional, military and rotorcraft applications.

Drake Air is expanding its thermal capabilities to support testing, repair and overhaul services for the Airbus A220 platform *© Airbus*

Pem-Air boosts V2500 MRO capability

PM-Air is introducing full-scope MRO services for the IAE V2500-engine family
© Pem-Air

Pem-Air Turbine Engine Services (Pem-Air) has announced an expansion of its engine maintenance portfolio, introducing full-scope MRO services for the IAE V2500-engine family. The development strengthens Pem-Air Turbine Engine Services' ability to support operators with end-to-end solutions across all V2500 variants, which power aircraft including the Airbus A320ceo, MD-90 and Embraer C-390. As one of the most widely used engines in commercial aviation, the V2500 continues to see strong global demand, with thousands of units in active service. This sustained utilisation has driven the need for reliable, cost-effective aftermarket support. Pem-Air's enhanced offering is designed to help operators, lessors and aviation stakeholders better manage engine lifecycles, minimise downtime and preserve long-term asset value. The expanded capability encompasses full performance restoration and overhaul, module-level repair and refurbishment, and advanced inspection and diagnostic services. It also includes lifecycle-focused maintenance planning aimed at optimising both cost and reliability, alongside on-wing and field service support to address aircraft-on-ground (AOG) events quickly and efficiently. This expansion aligns with Pem-Air's broader strategy to scale capacity across high-demand engine platforms. By adding full-scope V2500 capability, the company enhances its position as a trusted maintenance partner, offering airlines and lessors dependable, economically viable solutions in an environment shaped by ageing fleets and evolving operational pressures.

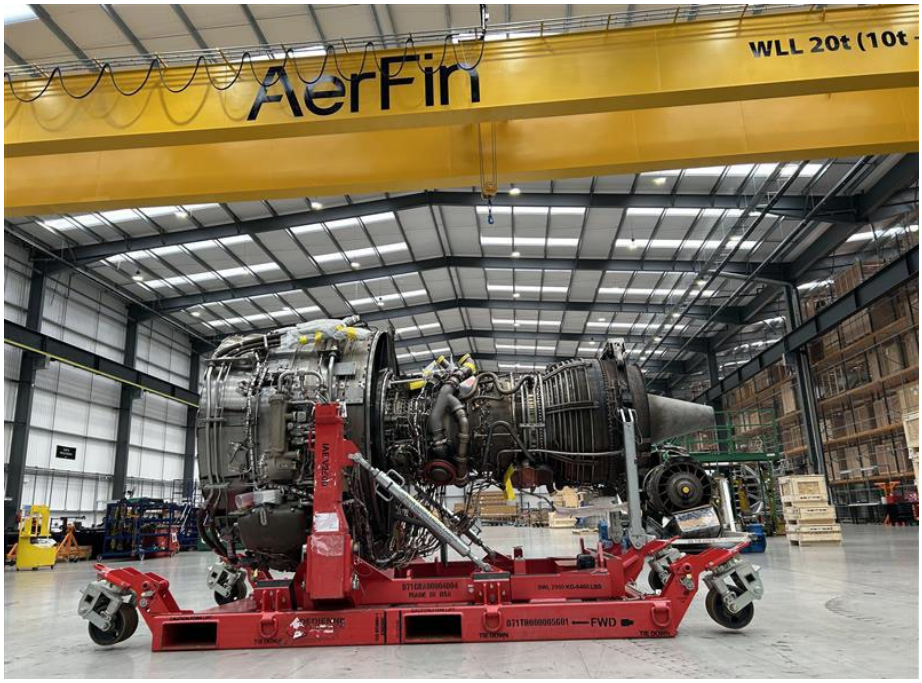
MRO & PRODUCTION NEWS

CTS Engines seals long-term CF6 overhaul deal with S.F. Airlines

CTS will support CF6 engines for S.F. Airlines *© AirTeamImages*

CTS Engines (CTS), a specialist in jet engine maintenance, repair and overhaul (MRO), has secured a multi-year agreement with S.F. Airlines, one of China's leading cargo carriers, to service its CF6-80C2 engines. The deal centres on comprehensive repair and overhaul support for engines powering the airline's Boeing 767 and 747 fleets, reinforcing a strategic partnership focused on reliability, efficiency and operational continuity. The agreement leverages CTS's recently obtained certification from the Civil Aviation Administration of China (CAAC), enabling the company to deliver approved maintenance services tailored to S.F. Airlines' operational requirements. By aligning technical capability with regulatory compliance, the partnership is designed to enhance engine performance while maintaining high safety standards across the fleet. All maintenance activity will be carried out at CTS's newly inaugurated, purpose-built facility in Coral Springs, Florida. This site has been specifically developed to support mature engine platforms, reflecting CTS' business model of concentrating exclusively on legacy engines such as the CF6 series. The facility is expected to play a central role in ensuring rapid turnaround times and minimising aircraft downtime. CTS was selected for the programme due to its deep technical expertise with the CF6-80C2 engine, alongside its operational flexibility and long-term commitment to customer support. The company's focused approach to mature engines allows it to deliver specialised knowledge and consistent performance, which is particularly valuable for airlines continuing to rely on established aircraft types. According to CTS leadership, the agreement not only strengthens an existing relationship but also underscores a shared commitment to sustaining the long-term viability of S.F. Airlines' wide-body fleet. As the airline continues to invest in its Boeing 767 operations, CTS is positioned as a key partner in maintaining engine reliability and extending asset life, ultimately supporting efficient cargo operations on a global scale.

AerFin boosts engine support with new V2500 capability



V2500 engine *© AerFin*

AerFin has unveiled a new V2500 engine support capability, signalling a notable expansion of its MRO portfolio and strengthening its role within the global aviation aftermarket. The development positions the company to deliver more comprehensive, in-house support to operators and lessors navigating increasingly complex maintenance demands. The capability is underpinned by regulatory approvals from the European Union Aviation Safety Agency (EASA), the US Federal Aviation Administration (FAA), and the UK Civil Aviation Authority (CAA). These certifications enable AerFin to carry out light maintenance on the widely used V2500 engine platform, ensuring compliance with international standards while broadening its service offering. Operations are centred at AerFin's facility in Indurent Park, where dedicated workshop capacity has been established specifically for V2500 inspections and light maintenance. This in-house approach reduces dependence on third-party providers, whose availability is often constrained, and allows AerFin to offer more responsive and controlled service delivery. The expanded capability supports a range of critical activities, including end-of-lease inspections, pre-purchase evaluations, C checks, and storage and preservation programmes. Collectively, these services are designed to help customers manage asset transitions efficiently, safeguard engine value, and maintain operational readiness across fleets. AerFin's Indurent Park headquarters, a 116,000 sq. ft. site opened in January 2025, plays a central role in this strategy. With 26 engine bays, the facility has effectively doubled the company's previous MRO capacity, enabling up to 200 rapid-turnaround engine shop visits per year. The timing is significant. The V2500 engine remains integral to Airbus A320 family operations worldwide, and as more units enter heavier maintenance cycles, operators face mounting pressure to balance availability with cost and logistical complexity. AerFin's new capability addresses this need with targeted services such as borescope inspections, line replaceable unit (LRU) changes, and comprehensive visual assessments. These offerings provide greater transparency over engine condition and allow for more informed, proactive maintenance planning.

MRO & PRODUCTION NEWS

JetBlue upgrades A320 cockpits with Airbus' EEIS2 displays

The contract between the two parties sees the installation of EEIS2 displays on 46 of JetBlue's aircraft *© Airbus*

Airbus has signed an agreement with JetBlue to upgrade cockpit display systems across part of the airline's A320 fleet. The deal, announced at MRO Americas, forms part of JetBlue's broader fleet modernisation and operational strategy. The contract covers the installation of Enhanced Electronic Instrument System (EEIS2) displays on 46 aircraft. The upgrade supports efforts to harmonise the fleet while enhancing long-term performance and reliability. JetBlue said the investment aligns with its JetForward strategy, focusing on improving operational dependability and maintaining high service standards. The new cockpit displays are intended to modernise older aircraft, ensuring they remain safe, efficient and fit for continued service. EEIS2 replaces legacy cockpit displays with high-resolution LCD technology, improving the pilot interface and expanding system capability. The equipment is designed and supplied by Thales and integrated by Airbus, creating a platform for future avionics upgrades. As a stepping stone towards next-generation systems in line with the latest Federal Aviation Administration (FAA) roadmap, the upgrade enhances data visualisation and supports advanced functions such as satellite- and ground-based landing systems, as well as improved weather radar capability. These enhancements provide clearer, more timely operational information, strengthening situational awareness, particularly in congested airspace. The introduction of EEIS2 also contributes to a more standardised cockpit environment across the fleet, while establishing a pathway for further performance and operational improvements over time.

BeauTech expands GTF footprint with PW1500G contract

PW 1500G engine *© BeauTech*

BeauTech Power Systems (BeauTech) has announced the acquisition of five new Pratt & Whitney PW1500G geared turbofan (GTF) engines, purchased directly from Pratt & Whitney, an RTX business. The engines will be leased to a key customer to support operations and the continued expansion of an Airbus A220 fleet. The move follows BeauTech's initial entry into the GTF segment in late 2025, when it invested in PW1900G engines. This latest purchase represents a further step in building out its portfolio of next-generation engine assets and reinforces its strategic focus on modern, fuel-efficient platforms. By adding the PW1500G engines—specifically designed for the Airbus A220—BeauTech strengthens its position as a flexible leasing partner capable of supporting both regional and narrowbody aircraft. The deal also broadens the company's coverage across a mix of legacy and current-generation engine types, enhancing its ability to meet evolving customer requirements. Tobias Konrad, Chief Operating Officer of BeauTech, described the acquisition as a natural progression in the company's GTF strategy. He noted that it builds on last year's entry into the segment and reflects a continued commitment to supporting customers with advanced engine solutions. The investment underscores BeauTech's intent to scale its presence in the competitive GTF market, where demand for efficient, next-generation engines remains strong. By aligning its portfolio with in-demand assets, the company aims to provide operators with reliable leasing options that support fleet growth and operational efficiency. Overall, the transaction highlights BeauTech's ongoing strategy to expand its asset base, deepen customer partnerships and position itself as a key player in the evolving aircraft engine leasing landscape.

Delta, LATAM launch A320 component repair alliance

Delta TechOps and LATAM Airlines Brasil have launched a first-of-its-kind A320 component repair collaboration, aimed at supporting Delta's fleet while also addressing growing demand from third-party airline customers. The agreement strengthens Delta TechOps' global maintenance network and introduces a more integrated A320 component repair offering, underpinned by a shared focus on high-quality maintenance, repair and overhaul (MRO) capabilities. Under the arrangement, Delta TechOps will act as the sole commercial interface for an initial portfolio of A320 component repair services, with scope for further expansion over time. The work will be carried out at LATAM's MRO facility in São Carlos, Brazil, one of the largest and most established maintenance operations in Latin America. Customers will benefit from a single point of contact, backed by Delta's engineering standards and quality oversight, while also gaining access to increased repair capacity through LATAM's technical infrastructure. The model is designed to streamline access to services while maintaining consistent quality and reliability. The collaboration builds on a longstanding technical relationship between Delta TechOps and LATAM and reflects a joint strategy to support airline customers as global demand for A320-family aircraft continues to rise.

Delta TechOps and LATAM Airlines Brasil have agreed on a component repair collaboration *© Delta TechOps*

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MRO & PRODUCTION NEWS

GKN lands Rolls-Royce fan blade deal

© GKN Aerospace San Diego

GKN Aerospace has secured a new five-year agreement with Rolls-Royce to provide fan blade repair services across the RB211-535, Trent 700 and Trent 800 engine programmes, reinforcing a long-standing partnership between the two companies. The contract builds on more than two decades of GKN Aerospace's established expertise in repairing fan blades, fan discs and annulus fillers for the Trent 800 and RB211-535 engines. Under the new terms, the company will extend its capabilities to include Trent 700 fan blade repairs, introducing an additional independent repair source to the market for these components. These engine platforms, while mature, remain widely deployed and are expected to stay in service for the foreseeable future. Expanding repair capacity is therefore critical to maintaining fleet reliability and supporting operators as demand across the global MRO aftermarket continues to rise. All repair work will be undertaken at GKN Aerospace's newly expanded, purpose-built facility in San Diego, spanning 150,000 ft². The site incorporates advanced automation systems and cutting-edge robotics, enabling efficient, consistent and high-quality repair processes while reducing turnaround times. Drawing on extensive experience with the Trent 800 and RB211-535 platforms, GKN Aerospace will now apply its technical expertise to the Trent 700 engine family. This expansion is intended to enhance service continuity, improve availability of key components, and provide operators with greater flexibility in maintaining their fleets.

Iberia Maintenance Madrid becomes LEAP Premier MRO shop

Gaël Méheust, President and CEO of CFM International (l) and Marco Sansavini, CEO of Iberia (r)
© CFM International

CFM International and International Airlines Group (IAG) have signed an agreement granting a CFM Premier MRO licence for both LEAP-1A and LEAP-1B engines, strengthening support for one of the industry's fastest-growing engine families. The deal positions Iberia's long-established engine maintenance facility at La Muñoza, near Madrid-Barajas Airport, as a key European hub within CFM's global LEAP maintenance, repair and overhaul network. With more than 50 years of experience in engine maintenance, Iberia's facility will see its capabilities progressively expanded to support LEAP operators worldwide, including fleets within the IAG group. Initial LEAP engine inductions are scheduled for the first quarter of 2027, marking the start of a phased ramp-up in activity as demand for LEAP-related services continues to grow. The agreement reflects both strategic positioning and long-term investment planning. For IAG and Iberia, becoming a Premier MRO provider opens up a significant growth avenue in the highly competitive single-aisle engine maintenance market, where demand is expected to increase sharply over the coming years. The move also aligns with Iberia's broader transformation strategy, aimed at improving profitability, operational resilience and cost efficiency amid ongoing macroeconomic and geopolitical uncertainty. From CFM's perspective, the addition of IAG to its MRO ecosystem reinforces a long-standing partnership and supports its commitment to maintaining an open, global support network. As the installed base of LEAP engines expands—now powering more than 4,600 aircraft across the Airbus A320neo and Boeing 737 MAX families—maintenance demand is forecast to rise significantly by the end of the decade. Expanding the MRO network with experienced partners such as Iberia is therefore critical to ensuring sufficient capacity and maintaining high service standards. Overall, the agreement enhances global LEAP support infrastructure while positioning Iberia as a central player in the European MRO landscape, capable of supporting both internal and third-party operators as the LEAP fleet continues its rapid growth trajectory.

MRO & PRODUCTION NEWS

Ontic targets parts shortages with proactive teardown programme

Thai Airways Boeing 747-400 aircraft *© Ontic*

Ontic, the British OEM and MRO provider for civil and military aircraft, has launched a new teardown procurement initiative aimed at addressing one of the sector's most persistent challenges: the availability of hard-to-source components for mature platforms. The programme reflects a forward-looking strategy focused on securing critical inventory before supply constraints impact operators. The first aircraft to be processed under the initiative is a Boeing 747-400, formerly operated by Thai Airways. Through this teardown, Ontic is recovering a wide range of components for reintroduction into its MRO inventory. The investment, including the cost of returning parts to serviceable condition, is intended to improve access to essential 747 components while reducing the risk of costly aircraft-on-ground delays. Each component entering the programme is subject to rigorous technical and regulatory evaluation. Full traceability is established from the point of removal, supported by certified documentation and verified operational histories, including detailed Time Since New and Cycles Since New data. Components then undergo controlled inspection and overhaul processes to ensure compliance with stringent airworthiness and reliability requirements. The result is a portfolio of fully certified, flight-ready parts backed by OEM-level quality assurance. The 747-400 teardown has yielded a diverse range of complex assemblies, including actuators, valves, gearbox ball screw assemblies and brake lock mechanisms. This underscores the substantial recoverable value available when teardown activities are executed within a structured, quality-driven framework. Strategically, teardown programmes form a key pillar of Ontic's long-term support model, combining targeted asset investment with engineering expertise and strict quality governance. The approach is designed to sustain platform operability across extended lifecycles. According to Aaron Smith, Director of AOG and Exchange at Ontic, the initiative demonstrates a deliberate shift towards pre-emptive supply chain management. By identifying assets early, securing inventory and completing the necessary engineering work in advance, Ontic aims to ensure operators have timely access to critical components, supported by the documentation and assurance expected from an OEM.

Boeing and Honeywell expand aftermarket parts access

Boeing Distribution and Honeywell Sensing Solutions have entered into a global distribution agreement aimed at improving aftermarket access to Honeywell's aerospace and defence sensing and switching products. Under the terms of the deal, Boeing Distribution will stock and support a selected range of Honeywell Sensing Solutions components across its global network, with the objective of enhancing availability and streamlining procurement for maintenance, repair and overhaul operations worldwide. The agreement covers a broad portfolio of sensing technologies, including temperature sensors, position transducers, speed sensors, oil level sensors, pressure switches and level switches. It also encompasses both Parts Manufacturer Approval and MilSpec-qualified components, alongside support for EASA- and FAA-certified repair services. By aligning Honeywell's on-engine sensing and interface products—commonly used in FADEC and DEEC control systems—with Boeing Distribution's logistics infrastructure and technical support capabilities, the partnership is expected to accelerate MRO turnaround times and reduce the risk of aircraft-on-ground situations. The collaboration is designed to deliver tangible operational benefits for both commercial and defence operators. Improved parts availability and faster delivery are anticipated through Boeing's established global stocking and distribution channels. At the same time, customers will benefit from simplified procurement processes and more integrated technical support, reducing complexity across supply chains. The agreement also creates a foundation for more coordinated repair services and closer alignment of aftermarket programmes, strengthening long-term support capabilities for critical aircraft systems.

Boeing Distribution and Honeywell Sensing Solutions at Aviation Week's MRO Americas *© Honeywell*

FINANCIAL NEWS

Airbus advances A350F with cargo door milestone

A350F main deck cargo door *© Airbus*

Airbus has completed the manufacture and assembly of the first main deck cargo door for its A350F freighter at its Illescas facility in Spain, marking a significant step forward in the programme's development. The component has now been delivered to the final assembly line in Toulouse, where it will be integrated into the fuselage of the first test aircraft ahead of ground and flight testing scheduled between 2026 and 2027. Two A350F aircraft are being produced for this certification campaign. The cargo door itself is a standout feature of the aircraft and the largest of its kind in the industry. With a cut-out width of 4.5 metres and a height of 4.3 metres, it is engineered to streamline cargo handling, enabling faster, safer and more efficient loading and unloading operations. Positioned in the rear fuselage to maintain an optimal centre of gravity during loading, the door is constructed from advanced composite materials and incorporates an electrically powered actuation system for opening and closing. Illescas plays a central role in this process as one of Airbus' key centres for large, complex composite structures. The site is responsible for producing the door's structural skins and completing assembly before shipment. During the pre-series phase, these doors are installed in Toulouse; however, once serial production begins, integration responsibilities will shift to Hamburg, where the door will be fitted into the aft fuselage and equipped with its actuation systems before final transport to Toulouse. The A350F is designed to meet evolving air freight requirements, offering a range of up to 8,700 kilometres and a payload capacity of 111 tonnes, making it well suited to long-haul operations. Built with more than 70% advanced materials, it is significantly lighter than competing aircraft, contributing to improved efficiency. Powered by Rolls-Royce Trent XWB-97 engines, the freighter is expected to deliver up to 20% lower fuel consumption and carbon emissions compared with previous-generation models. It is also the only freighter fully compliant with ICAO's 2027 CO_2 standards and will be capable of operating with up to 50% sustainable aviation fuel at entry into service, with a roadmap to 100% capability by 2030.

Embraer deepens Canadian footprint with Jazz ECIP deal

Embraer has signed a spare parts inventory support agreement with Jazz Aviation, the primary operator of Air Canada Express, covering all E-Jets in the carrier's fleet. Jazz, which currently operates 25 E175 aircraft, becomes the first customer in Canada to adopt Embraer's Collaborative Inventory Planning (ECIP) programme, marking a notable expansion of Embraer Services & Support in North America—home to the world's largest E-Jet fleet. Under the ECIP model, Embraer assumes responsibility for the majority of spare parts investment while managing materials through a data-driven planning approach. This arrangement is designed to reduce aircraft downtime, optimise stock levels and deliver predictable operational performance. The programme leverages advanced analytics and Embraer's global expertise to generate weekly inventory recommendations based on real-time usage and stock data, ensuring a more responsive and efficient supply chain. For Jazz, the agreement represents a strategic move to enhance reliability and operational efficiency across its regional network. By tapping into Embraer's global materials management capabilities and logistics infrastructure, the airline aims to minimise service disruptions and maintain consistent, high-quality performance for Air Canada Express passengers. The collaboration also supports tighter cost control through fixed annual pricing for parts, enabling more accurate budgeting and improved financial planning. A key advantage of ECIP lies in its risk-sharing structure. With Embraer covering much of the upfront inventory investment, airlines benefit from reduced capital exposure while still maintaining access to critical components. Additionally, predefined lead times and guaranteed service levels provide operational certainty, reinforcing fleet availability and performance metrics.

Jazz becomes the first customer in Canada to adopt Embraer's Collaborative Inventory Planning (ECIP) programme *© Embraer*

Fokker widens recorder offering with SkyLog-25 deal

Kevin Balys, President of KGB Aviation Solutions (l), Menzo van der Beek, Co-CEO of Fokker Services Group (r) *© Fokker Services Group*

Fokker Services Group has entered into a commercial agreement with KGB Aviation Solutions to integrate the SkyLog-25 flight data and cockpit voice recorder across multiple aircraft platforms. The agreement enables Fokker Services Group to offer a certified, next-generation 25-hour recording solution within its aircraft modification and retrofit programmes. The SkyLog-25 is designed to address increasing obsolescence in legacy recorder systems, providing operators with a reliable and cost-effective upgrade path. Amid growing demand for modern, compliant recording solutions, the collaboration supports operators in maintaining regulatory compliance while enhancing operational efficiency and reducing lifecycle costs. The SkyLog-25 delivers a lightweight, fully ED-112A-compliant solution, with simplified data access and maintenance. This agreement further strengthens Fokker Services Group's position as an independent engineering and certification specialist, delivering practical, future-ready modification solutions for Airbus and Boeing aircraft.

FINANCIAL NEWS

Air India revamp gains pace with RECARO retrofit

RECARO Aircraft Seating (RECARO) and Air India have launched a major retrofit programme for the airline's Boeing 787-8 fleet, aimed at enhancing cabin comfort and aligning onboard products with its newer aircraft. Under the initiative, RECARO will install its PL3530 seats in premium-economy and CL3710 seats in economy class. Both seat types have been tailored to Air India's specifications, focusing on improved passenger comfort and functionality. Key features include refined ergonomics, greater recline, adjustable headrests and integrated charging options for personal electronic devices. The retrofit will span 26 aircraft, with close to 6,000 seats set to be installed across the B787-8 fleet. The first aircraft has already been completed, marking an early milestone in the programme's rollout. This upgrade brings consistency across Air India's wide-body operations, as the same RECARO seat models are already in service on the airline's recently introduced Boeing 787-9 aircraft. Standardising cabin products is expected to streamline maintenance and deliver a more uniform passenger experience. The programme reflects a broader effort by Air India to modernise its fleet interiors while maintaining operational efficiency. By adopting lightweight seating designs, the airline can also benefit from potential fuel savings alongside improved passenger comfort. RECARO highlighted that its seat designs are built around a balance of weight, comfort and ergonomics—principles it refers to as its "magic triangle". The PL3530 is positioned as a premium offering focused on enhanced comfort, while the CL3710 is designed to maximise living space within the economy cabin.

Barfield renews AerFin component partnership

Barfield, a subsidiary of Air France Industries KLM Engineering & Maintenance (AFI KLM E&M) in the Americas, has signed a three-year component repair and overhaul agreement with AerFin, an aviation asset specialist that buys, sells, leases and repairs aircraft, engines and parts. The agreement covers components supporting the A320 family, A330, E170/E190 and Boeing aircraft, and further strengthens the long-standing relationship between the two companies. Gilles Mercier, Chief Executive Officer of Barfield, said: "We are proud to continue our decade-long partnership with AerFin. Their trust, built on the quality and reliability of our services, means a great deal to us. I am especially grateful to our talented teams, who consistently deliver best-in-class support to our customers." The agreement underscores Barfield's proven track record in supporting airlines, lessors and MRO partners with responsive component repair capabilities and technical expertise, reinforcing its position as a leading provider of aircraft maintenance, repair and support services.

Pratt & Whitney invests US$100m in Rzeszów, Poland

Pratt & Whitney invests US$100 million to increase production capacity at its facility in Rzeszow, Poland *© Pratt & Whitney*

Pratt & Whitney, an RTX business, is investing US$100 million in its Rzeszów facility in Poland to expand production capacity, introduce advanced manufacturing capabilities and meet rising global demand for its commercial and military engines, including the GTF, F135 and F100 programmes. The investment will fund the construction of a new facility dedicated to specialised processes for isothermally forged components. This includes heat treatment, sonic machining and advanced inspection operations. The expansion complements a separate $200 million investment in a seventh isothermal forging press at Pratt & Whitney's Columbus Forge site in Georgia, United States. Together, these projects are expected to be fully operational by 2028 and will increase output of critical engine components, such as rotating compressor and turbine discs, by approximately 30%. The Rzeszów development reflects a broader strategy to strengthen production throughput and secure supply chains for key engine programmes across both civil and defence markets. By enhancing in-house capabilities for complex forged parts, Pratt & Whitney aims to improve manufacturing efficiency, reduce lead times and support next-generation engine technologies. According to Piotr Owsicki, General Manager of Pratt & Whitney in Rzeszów, the investment underscores the company's commitment to scaling production and delivering increased volumes to customers at pace. He noted that expanding operations in Poland enables the business to build strategic capabilities essential for both current and future aircraft engine platforms. Poland remains RTX's largest international hub outside the United States, employing more than 9,400 people across its Collins Aerospace, Pratt & Whitney and Raytheon businesses. Pratt & Whitney's Polish operations play a critical role in advanced manufacturing and technology development, supporting engines, turboprops and auxiliary power units. The sites are responsible for producing key components, including the GTF fan drive gear system, F100 structural elements and critical parts for the F135 engine, reinforcing their importance within the company's global industrial footprint.

AerFin deepens teardown logistics alliance with National Air Cargo

AerFin has entered into a new partnership with National Air Cargo to support the next phase of its aircraft teardown operations, further strengthening the movement of materials between Marana and Miami. The agreement focuses on delivering a more efficient, integrated logistics flow, ensuring aircraft components are transferred quickly, securely and with the operational oversight required to maximise value at every stage of the asset lifecycle. National Airlines has already supported AerFin through materials purchasing, creating a strong operational foundation that has naturally expanded into the logistics domain. In addition to supporting teardown logistics, the partnership reflects a growing, reciprocal relationship. By combining AerFin's operational expertise with National Air Cargo's proven global logistics network, the partnership enables the seamless transition of assets through dismantling, transportation and onward utilisation. AerFin will continue to collaborate with its existing partners across other areas of the programme, maintaining a flexible, multi-partner approach designed to deliver optimal outcomes for customers.

AerFin and National Air Cargo signed the agreement at Aviation Week's MRO Americas *© AerFin*

MILITARY AND DEFENCE

NH90 upgrade moves forward

The Block 2 initiative is intended to modernise the NH90 with a range of structural and systems enhancements *© Airbus Helicopters*

NATO's NH90 programme agency, NAHEMA, has commissioned NHIndustries—a consortium comprising Airbus, Leonardo and GKN Aerospace—to undertake a two-year architecture study for the helicopter's Block 2 upgrade, marking a significant step in the platform's long-term evolution. The Block 2 initiative is intended to modernise the NH90 with a range of structural and systems enhancements. These include the introduction of modular avionics, increased configuration commonality across variants, and improvements in maintenance efficiency and overall performance. In parallel, the upgrade is expected to deliver new operational capabilities, particularly in areas such as collaborative combat, advanced connectivity, and integration with uncrewed systems through crewed–uncrewed teaming concepts. This study builds on the ongoing Block 1 upgrade programme and is designed to ensure continuity in industrial activity while preparing the aircraft for operational requirements beyond 2040. The work will be guided by high-level capability needs defined by NAHEMA and participating nations, ensuring alignment with sovereign defence priorities. The architecture study will also run in parallel with broader European efforts under the Next Generation Rotorcraft Technologies (ENGRT) initiative, positioning the NH90 within the wider future vertical lift ecosystem being shaped across NATO and Europe. Having recently surpassed 500,000 flight hours, the NH90 has demonstrated its maturity and operational relevance across a range of missions. Current variants, including naval and tactical configurations, are already regarded as benchmarks in their respective roles. The Block 2 study aims to build on this foundation by identifying and evaluating design options that will keep the platform competitive and adaptable in an increasingly complex battlespace. Ultimately, the outcome of the study will provide the technical basis for NAHEMA and partner nations to decide on the most suitable upgrade path, ensuring the NH90 remains a key component of European defence capabilities for decades to come.

Bell sets up Ukraine subsidiary

Bell Textron Inc., a Textron Inc. company, has announced the creation of a Ukrainian subsidiary and plans to establish a dedicated office, marking a long-term commitment to industrial cooperation in the country. The new entity, Bell Textron Ukraine, will act as the central hub for the company's operations in Ukraine. While a permanent office location has yet to be confirmed, the subsidiary will support current and future initiatives focused on helicopter assembly, maintenance and repair. The move follows the signing of letters of intent in October between Bell Textron and Ukraine's Ministry of Economy, Ecology and Agriculture, aimed at exploring areas of collaboration. Bell described the development as a step towards building a practical and mutually beneficial relationship with Ukraine's defence and industrial base, with an emphasis on sustained cooperation and growth. A global supplier of commercial and military aircraft, Bell Textron sees strong potential for its H-1 platforms—such as the AH-1Z Viper and UH-1Y Venom—in supporting Ukraine's defence requirements. Designed for high levels of commonality and operational flexibility, these aircraft could also underpin a broader, long-term industrial partnership within the country.

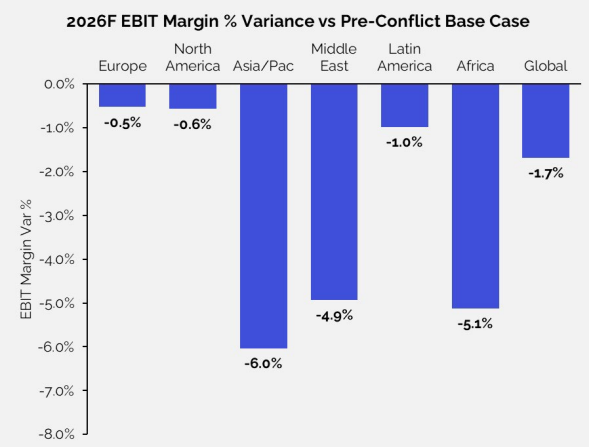
The new subsidiary will support Bell's planned and future activities in Ukraine focused on helicopter assembly, maintenance and repair *© Shutterstock*

Lockheed secures US$1.9bn C-130J training deal

The C-130J is a versatile medium-sized airlifter that is proven across 20 mission sets *© Lockheed Martin*

The Pentagon has awarded Lockheed Martin a ten-year, sole-source indefinite delivery/indefinite quantity (IDIQ) contract valued at up to US$1.9 billion to continue the C-130J Maintenance and Aircrew Training System (MATS) programme. The C-130J MATS IV contract enables the U.S. Air Force Life Cycle Management Center to sustain a comprehensive suite of training devices and support services for C-130J aircrew and maintenance personnel. This includes courseware development, operational support, interim and contractor logistics support, as well as engineering services. Lockheed Martin said the award underscores its long-standing partnership with the U.S. Government and industry collaborators and highlights the continued importance of the MATS programme in maintaining operational readiness across C-130J units. The programme has been in place for nearly three decades, supporting evolving training requirements for modern airlift operations. Currently, the C-130J MATS programme supports a broad range of U.S. military operators, including Air Mobility Command, the Air National Guard, Air Force Reserve Command, the U.S. Marine Corps, Air Force Special Operations Command, and Air Education and Training Command. Under the new contract, training support will be extended to additional users, notably the U.S. Navy Reserve and the U.S. Coast Guard. The C-130J Super Hercules remains a leading platform in the tactical airlift sector, operated by 28 nations worldwide. More than 560 aircraft have been delivered to date, with certification from over 20 airworthiness authorities. The global Super Hercules fleet has accumulated in excess of three million flight hours, underlining its extensive operational footprint and reliability.

OTHER NEWS



Source: IBA Modelling

Analysis from **IBA**, the aviation intelligence and advisory company, shows that jet fuel prices remain around 54% above pre-conflict levels (as of April 8), despite easing from a peak of US$114 per barrel on April 8, to approximately US$94 on April 9, following a temporary stabilisation in global markets. IBA notes that this continued volatility is unevenly affecting airline cost bases and is driving secondary impacts across fleet planning and aircraft asset values. In assessing the effect of higher fuel prices, IBA has factored in the proportion of Cost per Available Seat Kilometre (CASK) attributable to fuel across regions, alongside hedging strategies and local variations in jet fuel pricing. Assuming fuel prices remain elevated over the next 12 months, IBA has applied indicative adjustments to its regional Earnings Before Interest and Taxes (EBIT) margin forecasts. Its analysis suggests that higher fuel costs could reduce global airline profitability, with 2026 EBIT margins expected to fall by 1.7 percentage points to 5.5%, compared with a pre-conflict base case of 7.2%. The impact is expected to vary significantly by region. Airlines in Asia-Pacific are likely to see the largest decline, with EBIT margins forecast to drop by six percentage points. This reflects a greater reliance on long-haul operations, lower levels of fuel hedging and exposure to highly competitive international markets. Airlines in the Middle East (-4.9 percentage points) show a similar pattern due to fuel-intensive long-haul hub models, while Africa (-5.1 percentage points) is affected by structural challenges such as older fleets, lower load factors and limited pricing power. By contrast, the effect is expected to be more moderate in North America (-0.6 percentage points) and Europe (-0.5 percentage points), where hedging strategies, stronger domestic markets and greater pricing power help offset fuel cost pressures. IBA also highlights that North American airlines remain the least exposed to jet fuel volatility, supported by domestic supply dynamics, with prices broadly tracking 100–110% of last year's levels. Asia-Pacific and Middle Eastern carriers are the most exposed, with fuel costs rising by around 60%, while Europe and Africa have seen increases of roughly 40%. Europe continues to benefit from high levels of hedging, with many major carriers more than 80% covered for 2026, although this protection is expected to unwind into 2027. IBA cautions that, despite the recent easing, ongoing fuel price volatility will continue to influence airline profitability, with wider implications for capacity, network planning and fleet strategy.

INFORMATION TECHNOLOGY

ILS and Block Aero link platforms in digital push

© Shutterstock

Inventory Locator Service (ILS) has announced a new integration partnership with Block Aero Technologies, aimed at connecting their respective platforms to deliver a more streamlined digital experience for aerospace customers. ILS operates as a global marketplace and intelligence platform, linking buyers and sellers across more than 125 countries and enabling aviation professionals to source, trade and analyse aircraft parts and services efficiently. Block Aero, meanwhile, provides aviation asset management software built on a private, permissioned blockchain, supporting asset traceability, documentation control and secure collaboration across the industry. Under the agreement, ILS will introduce application programming interface (API) connectivity to the Block Aero platform. This integration will allow suppliers using Block Aero to display their company logos directly alongside inventory listings on ILS, signalling to prospective buyers that verified documentation for those components is readily available. The collaboration is designed to address longstanding inefficiencies caused by fragmented systems and disconnected workflows. By improving the flow of data between internal asset management tools and marketplace activity, the integration aims to enhance transparency, reduce manual processes and support more informed decision-making. Ultimately, the partnership reflects a broader industry shift towards digitisation and data-driven operations. By combining marketplace reach with secure, traceable asset management, ILS and Block Aero are positioning themselves to help aerospace organisations operate with greater efficiency, visibility and trust in an increasingly complex supply chain environment.

Aircalin deploys AMOS for A350 entry

Aircalin *© Swiss-AS*

Aircalin, also known as Air Calédonie International, the flag carrier of New Caledonia, has successfully implemented AMOS to support the upcoming induction of its Airbus A350 fleet and the continued management of its existing Airbus A320 and A330 aircraft. The airline has also selected Swiss-AS hosting services, providing a secure, fully managed system environment. Swiss-AS delivers regional support through its APAC office, enabling seamless collaboration across Oceanic time zones. The team provides end-to-end assistance, including support, training and operational guidance, helping Aircalin fully realise the benefits of AMOS. With AMOS, Aircalin now operates on a fully integrated digital maintenance and engineering platform. The system enables the airline to plan, track and manage complex aircraft data in a single environment, supporting the operational demands of its new long-haul fleet and next-generation aircraft technologies. As airlines introduce advanced aircraft such as the Airbus A350, maintenance and engineering systems must handle deeper data integration, enhanced diagnostics and increasingly digital maintenance processes. AMOS addresses these requirements by centralising aircraft data, digital records and maintenance planning within one platform. This implementation demonstrates how Swiss-AS delivers scalable, future-ready solutions that support modern fleets and airlines operating across multiple regions.

INFORMATION TECHNOLOGY

Joramco partners with AeroParts-AI on smart sourcing

At MRO Americas, Joramco, the Amman-based aircraft MRO provider and engineering arm of Dubai Aerospace Enterprise (DAE), announced a one-year agreement with AeroParts-AI to support aircraft parts sourcing. Following internal testing, Joramco validated AeroParts-AI's AI-driven sourcing capabilities, which leverage a global supplier network to enhance efficiency, transparency and responsiveness across procurement activities. The agreement underscores Joramco's commitment to innovation and digital enablement, while positioning AeroParts-AI as a strategic technology partner supporting next-generation parts procurement. With more than six decades of experience, Joramco has established a strong track record as a leading independent commercial aircraft MRO provider, serving customers across the Middle East, Europe, South Asia, Africa and the CIS. The company offers services across multiple aircraft types from the Airbus, Boeing and Embraer families. Strategically located in the free zone at Queen Alia International Airport in Amman, Jordan, Joramco's facility includes six hangars capable of accommodating up to 25 aircraft. The organisation holds certifications from several international regulatory authorities, including the European Union Aviation Safety Agency (EASA), the US Federal Aviation Administration (FAA) and Jordan's Civil Aviation Regulatory Commission (CARC).

INDUSTRY PEOPLE


Damien Proust

• **Damien Proust** has been appointed Senior Vice-President Engineering and Head of Design Organisation at ATR, effective May 1, 2026. He will report directly to Chief Executive **Nathalie Tarnaud Laude**, succeeding **Daniel Cuchet**, who is moving to Airbus to take up the roles of Chief Engineer for the A380 and A310/300 in-service aircraft, as well as Head of Legacy Programmes. Proust brings more than 20 years of engineering and leadership experience, largely gained at Airbus. Since 2018, he has served as Vice-President and Head of Propulsion Airframe, with responsibility for the research, development, production and in-service support of pylons and nacelles across all aircraft programmes. Alongside his Airbus duties, Proust has held wider industry roles, including serving as Technology and Engineering Senior Delegate in France, representing more than 6,300 engineers on social, safety and institutional matters. He is also Vice-President of TOMPASSE, a leading aerospace industry association in south-west France. Earlier in his career, Proust held several senior positions within the A350 programme, covering fuselage and empennage engineering as well as airframe integration. A graduate of ICAM Toulouse in 1998, he began his professional career as a consultant at Accenture before joining Airbus.

• Ascent Aviation Services (Ascent) has announced a senior leadership change, appointing **Scott Diaz** as Executive Vice President of Sales & Marketing while confirming the imminent departure of Chief


Scott Butler

Commercial Officer **Scott Butler**. Butler, who has held the CCO role for nearly eight years, is set to leave the business later this month. During his tenure, he was instrumental in shaping and executing Ascent's commercial strategy, helping to expand its global customer base and reinforce its standing within the aviation services sector. His leadership is widely credited with supporting sustained company growth and broadening the scope and quality of its service offerings. Taking on an expanded leadership remit, Scott Diaz steps into the role of Executive Vice President of Sales & Marketing shortly after joining the company. He brings significant industry experience and a proven ability to drive revenue growth, deepen customer relationships and enhance market engagement—capabilities seen as critical as Ascent continues to scale its commercial operations. The transition marks a notable shift in Ascent's executive structure, with a clear emphasis on continuity in commercial performance while positioning the organisation for its next phase of growth.


Peter Bunce

• Veryon, a provider of aviation software and information services, has tapped **Peter Bunce** as a Board Advisor, bringing significant industry expertise to the company at a key stage in its development. Bunce adds deep aviation market knowledge, further strengthening the range of perspectives across Veryon's board and management team as the business continues to evolve. He most recently served as President and CEO of the General Aviation Manufacturers Association (GAMA) for nearly two decades. During that time, he played a central role within the global aviation ecosystem, working closely with manufacturers, operators, regulators and policymakers. He expanded GAMA's membership, led key legislative efforts and contributed to shaping the future of general aviation, including the development of emerging sectors such as advanced air mobility. Before joining GAMA, Bunce completed a 26-year career in the United States Air Force. His service included flying F-15 and A-10 aircraft, commanding large operational fighter units and serving as Director of the Air Force Congressional Budget and Appropriations Liaison.

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THE AIRCRAFT AND ENGINE MARKETPLACE

Commercial Jet Aircraft

Aircraft Type	Company	Engine	MSN	Year	Available	Sale / Lease	Contact	Email	Phone
B737-800 SF	GA Telesis		33814	2004	Now	Sale / Lease		aircraft@gatelesis.com	

Commercial Engines

CF34 Engines	Sale / Lease	Company	Contact	Email	Phone
(1) CF34-10E6	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950

CFM Engines	Sale / Lease	Company	Contact	Email	Phone
(1) CFM56-5C4	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(1) CFM56-5B4/P	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
(1) CFM56-7B26					
(1) CFM56-7B26E					
(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-1B	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
(1) LEAP-1B28	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(1) LEAP-1B27					

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) PW1100G-JM	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717

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				