

Weekly Aviation Headline News

“

We've not come to the point where we have an agreement, but we continue to work both ways — the dispute on the one hand and a negotiation on the other hand to constructively resolve the disagreement we have.

Guillaume Faury, CEO Airbus

”



© Airbus

Airbus falls well short of 1Q profit estimates

European planemaker blames continued engine delivery problems involving Pratt & Whitney

Last Tuesday, Europe's Airbus posted a first-quarter core profit that was well below market expectations, as the world's largest planemaker delivered fewer aircraft amid an engine supply crunch which has helped its North American rival, Boeing, to regain lost ground. Adjusted operating profit fell 52% year-on-year to €300 million, while revenue declined 7% to €12.65 billion in the three months to March 31. Analysts had on average forecast adjusted operating profit of €348 million on revenue of €12.39 billion, according to company-compiled consensus data. It was back in mid March that Airbus began to exert considerably more pressure on engine maker Pratt & Whitney by pursuing potential damages as a consequence of the delays in engine deliveries. Pratt & Whitney's Geared Turbofan engines power at least 40% of the best-selling Airbus model, the A320neo family, and at that time hundreds of the narrow-body jets had been grounded due in part to long waiting times for engine inspections and repairs following a manufacturing problem at

Pratt & Whitney, putting pressure on supplies of engines for airplane production. Back then Airbus was forced to shave targets. The dispute went to the heart of a fraying three-way relationship between planemakers, engine suppliers and airlines over how engines and parts are allocated as, since the pandemic disrupted supply chains, engine makers have to balance deliveries of new aircraft against airlines' demands for repairs to keep their fleets flying. Airbus alleged that Pratt & Whitney overpromised on engine shipments while diverting engines to repair shops, where engine makers make most of their income. Airbus is racing against time to deliver the 870 aircraft it has targeted for 2026 after handing over 114 commercial aircraft in the quarter, down 16% from 136 a year earlier. That figure is also below the 143 aircraft delivered in the same period by Boeing, which is regaining momentum under CEO Kelly Ortberg. The group left its full-year guidance unchanged, reaffirming a target production rate of between 70 and 75 A320-family

aircraft per month by the end of 2027 - a goal it trimmed in February from an earlier ambition of hitting 75 per month by the start of 2027. According to Reuters news agency, Chief Executive Guillaume Faury has stated that Airbus remained at an impasse with Pratt over engine deliveries, but stressed that both sides were actively working to find a resolution. "We've not come to the point where we have an agreement," Faury said, "but we continue to work both ways — the dispute on the one hand and a negotiation on the other hand to constructively resolve the disagreement we have." Adding to the quarter's delivery shortfall, Airbus cited an administrative delay impacting nearly 20 aircraft for Chinese customers, though the issue has since been resolved. Faury said demand in the Middle East had not been affected, with no cancellations or postponements reported. High jet fuel prices, he said, were driving demand for fuel-efficient aircraft, even as some airlines reduce flight frequencies. (€1.00 = US\$1.17 at time of publication)

GTF Family: PW1100G-JM & PW1500G ENGINES AVAILABLE NOW

Available for lease



WILLIS LEASE FINANCE CORPORATION

Power to Spare – Worldwide®

leasing@willislease.com | www.wlfc.global | +1 561.349.8950

AIRCRAFT & ENGINE NEWS

3TOP acquires ex-easyJet A319 trio

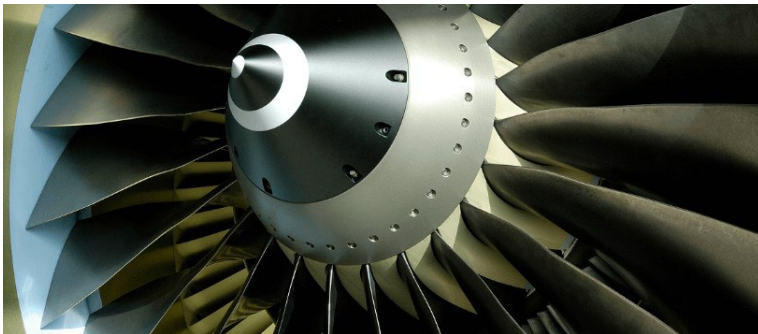
3TOP Aviation Services (3TOP), a global provider of aftermarket support and asset management, has acquired three ex-easyJet Airbus A319-100 aircraft (MSN 4425, 4427 and 4444). The aircraft are powered by CFM56-5B5/3 engines with low cycle utilisation following shop performance restoration. The transaction marks a further expansion of 3TOP’s narrow-body portfolio, with the assets set to support sustained demand for high-quality engine and airframe material across the global aftermarket. The airframes will undergo teardown and inventory harvesting, while the engines will be integrated into 3TOP’s asset pool, ensuring immediate availability for airlines and MRO providers worldwide. “Executing a multi-aircraft transaction of this scale demonstrates 3TOP’s ability to deploy capital efficiently while maintaining a disciplined and selective investment strategy,” said Chris Emechete, CEO of 3TOP. “With limited availability of quality feedstock, our focus remains on acquiring assets with clear demand visibility and strong liquidity. These ex-easyJet aircraft align closely with that approach and strengthen our ability to support customers globally.”



3Top has acquired three former easyJet Airbus A319-100 aircraft

© AirTeamImages

Avora Aviation sells CFM56 engines to Setna iO



CFM56 engine

© CFMI

Avora Aviation, a specialist in aircraft and engine asset management, trading and leasing, has completed a sale-and-purchase agreement with Setna iO for two CFM56-5B4/3 engines. Previously part of Avora Aviation’s portfolio, the engines are set for teardown, with their high-quality components to be made available shortly to support Setna iO’s global customer base. “Working with Setna iO on this transaction has been a seamless and genuinely positive experience. From the initial discussions through to completion, the process was handled with professionalism and mutual respect. We look forward to building on this foundation and developing a long-term partnership,” said Yevgen Churyumov, Chief Commercial Officer at Avora Aviation.

Air Canada takes delivery of first A321XLR

The first of 30 Airbus A321XLR aircraft for Canada’s flag carrier, Air Canada, has been delivered. The aircraft has been leased from SMBC Aviation Capital. This delivery marks a key milestone in the airline’s fleet renewal strategy, enabling it to bridge the gap between short-haul narrow-body and long-haul wide-body operations. With this addition, Air Canada becomes the first operator of the A321XLR in Canada. The aircraft will play a central role in expanding the airline’s network, improving operational efficiency on both new and existing long-haul routes, and providing the range and economics needed to serve secondary markets with non-stop connections. Powered by Pratt & Whitney GTF engines, Air Canada’s A321XLR features a refined two-cabin configuration designed for comfort on transcontinental and transatlantic flights. The premium cabin offers 14 Air Canada Signature Class fully flat seats in a 1-1 layout, ensuring direct aisle access for every passenger, alongside 168 Economy seats. Passengers will benefit from the Airspace cabin interior, including the latest in-flight entertainment with Bluetooth audio, full seat connectivity, and XL overhead bins offering 60% more storage space. An advanced ambient lighting system further enhances the onboard experience and helps reduce jet lag.



First Airbus A321XLR for Air Canada taking off in Hamburg, Germany

© Airbus

AIRCRAFT & ENGINE NEWS

Copa Airlines orders 40 Boeing 737 MAX jets

Panamanian carrier Copa Airlines has ordered 40 737 MAX aircraft. Under the agreement, Copa Airlines also holds options to acquire up to 20 additional aircraft from the single-aisle family. Copa Airlines Chief Executive Pedro Heilbron and Boeing Commercial Airplanes President and CEO Stephanie Pope were joined by Panama's President José Raúl Mulino, US Ambassador Kevin Marino Cabrera and other government representatives at a signing ceremony in Panama to formalise the previously undisclosed order. Copa Airlines plans to expand its fleet by more than 100 737 MAX aircraft, combining this agreement with its existing order book. The airline will utilise the efficiency, range and capacity of its expanded 737 MAX fleet to modernise and grow its network from the Hub of the Americas®, serving key destinations across the Americas and the Caribbean. "For Copa Airlines, signing this agreement marks an important step in further strengthening the operation and connectivity we provide from Panama," said Heilbron. "Through the Hub of the Americas®, we have built a connecting hub that enables us to meet market demand with a safe, efficient and reliable operation. The addition of new aircraft will be essential to continuing the expansion of our operations and route network, while supporting economic development in Panama and the wider region, generating new jobs and growth in the tourism sector." Heilbron added that the airline benefits from operational commonality across its fleet of more than 110 737 aircraft, including the Next-Generation 737, 737 MAX and 737 Boeing Converted Freighters. The versatility and reliability of the Boeing 737-9 and 737-8 enable Copa Airlines to operate high-density short-haul flights as well as some of the world's longest 737 MAX routes, connecting Panama with North America, Latin America and the Caribbean.



Copa Airlines has opted for the Boeing 737 MAX to expand its fleet © Boeing

SCAT Airlines boosts 737 MAX fleet for long-haul expansion



SCAT Airlines is expanding its fleet and increasing capacity with the Boeing 737 MAX family © Boeing

Converting five of the previously ordered 737-8s to 737-9s, together with the new firm order for five 737-9s, enhances our seating capacity per flight and will improve schedule reliability as we expand our international network."

SCAT Airlines has announced plans to expand its fleet and increase capacity with the fuel-efficient Boeing 737 MAX family. The carrier has placed an order for five additional 737-9 aircraft, which will support improved operational efficiency and enable longer-range single-aisle services, including expanded routes to Europe. The airline has also converted five previously ordered 737-8 aircraft to the larger 737-9 variant. This move will allow SCAT Airlines to leverage greater capacity as it develops long-haul operations from Kazakhstan and pioneers seventh-freedom routes across Europe and Asia. SCAT recently launched a landmark Prague–Sanya service, linking the Czech Republic and China with a technical stop in Bishkek, Kyrgyzstan — a journey exceeding 14 hours. Vladimir Denissov, President of SCAT Airlines, said: "This fleet update allows SCAT Airlines to better meet growing passenger demand while maintaining the flexibility to serve a diverse and expanding route network.

Rolls-Royce wins back LATAM with Trent 1000 XE order

Rolls-Royce has been selected by LATAM Airlines to power three Boeing 787 Dreamliners with Trent 1000 XE engines. The Trent 1000 XE incorporates several upgrades following Rolls-Royce's certified two-phase durability enhancement programme. This includes a re-engineered high-pressure turbine (HPT) blade, increasing cooling air flow by 40% and delivering more than double the time on wing compared with its predecessor. The combination of significantly improved durability, substantial investment in expanding maintenance, repair and overhaul (MRO) capacity, and proven in-service reliability is already enabling customers to operate fleets free from aircraft on the ground (AOG) — an industry-leading benchmark. Tufan Erginbilic, Chief Executive Officer, Rolls-Royce, said: "We're proud that LATAM Airlines has returned to Rolls-Royce as its Boeing 787 engine partner. This order demonstrates growing market confidence in the Trent 1000 XE and reflects the benefits of our ongoing transformation. Our significant investments to improve time on wing and expand our MRO network mean we are offering customers like LATAM Airlines a truly competitive engine choice to support their growth ambitions. I am confident that selecting the Trent 1000 XE for their latest Boeing 787 aircraft, alongside a strong long-term relationship with Rolls-Royce, will help LATAM achieve its market ambitions."



LATAM Airlines has chosen Trent 1000 XE engines to power three 787 Dreamliners © Rolls-Royce

AIRCRAFT & ENGINE NEWS

Biman Bangladesh Airlines places 14 Boeing aircraft order



Biman Bangladesh Airlines places 14-aircraft order

© Boeing

Biman Bangladesh Airlines (Biman) have announced that the national carrier has placed its largest-ever Boeing order, selecting 14 787 Dreamliner and 737 MAX aircraft to support the expansion and modernisation of its fleet. The order comprises eight 787-10s for high-demand routes to the Middle East, two 787-9s to enhance long-haul services to Europe and North America, and four 737-8s to improve efficient connectivity between Bangladesh and destinations across the Middle East, India and Southeast Asia. Kaizer Sohel Ahmed, Managing Director and CEO of Biman commented on the agreement: “The new fuel-efficient, technologically advanced aircraft will modernize Biman’s fleet, sharpen operational performance, and extend its international route network — strengthening Bangladesh’s position in the global aviation market.” The airline will increase both passenger and cargo capacity while improving fuel efficiency through the introduction of the 787-10, which offers the lowest cost per seat of any widebody aircraft. Meanwhile, the 737-8 will support the renewal of Biman’s single-aisle fleet and help meet rising regional demand, with both the 737 MAX and 787 families delivering a 20–25% improvement in fuel efficiency compared with the aircraft they replace. Paul Righi, Boeing Vice President of Commercial Sales and Marketing highlighted that the order builds on Boeing’s partnership with Biman and aligns with the airline’s ambitions to modernise its fleet, expand its network and enhance the passenger experience. He commented: “The 787-10 delivers unmatched efficiency and seamless commonality with Biman’s existing 787s, while the 737-8 is the ideal bridge from their 737 fleet with its versatility, fuel savings and crew commonality.”

Aircraft Finance Germany acquires second new A321neo

Aircraft Finance Germany (AFG) has announced the acquisition of a new Airbus A321neo, which is on lease to IndiGo. The aircraft was delivered on April 28 to India’s leading airline at Airbus’ facilities in Hamburg, Germany. The transaction marks a further step in strengthening AFG’s relationship with IndiGo and highlights its ongoing support for one of the world’s fastest-growing carriers. Christian Nuehlen, CEO of AFG, commented: “Following the successful delivery of our first A321neo in December last year, we are pleased to further strengthen our relationship with IndiGo. This additional placement reflects our shared confidence in the long-term growth of the aviation sector in India and our commitment to building strong, strategic partnerships.” The latest delivery builds on the momentum established by the companies’ previous transaction and reinforces AFG’s strategy of investing in modern, fuel-efficient aircraft placed with high-growth airlines. IndiGo continues to expand its fleet to meet rising demand across domestic and international markets, making it a key partner for lessors seeking long-term, stable placements. AFG has indicated that it intends to deliver a further new Airbus A321neo to IndiGo later this year, underlining its continued commitment to the airline and the broader Indian aviation market.



IndiGo A321neo

© Aircraft Finance Germany

Embraer’s backlog reached US\$32.1 billion in 1Q26

Embraer recorded a backlog of US\$32.1 billion in the first quarter of 2026 (1Q26), marking its sixth consecutive all-time high. The company delivered 44 aircraft across all business units during the quarter, a 47% increase compared with 30 deliveries in 1Q25, supported by progress in production levelling initiatives. Notably, 1Q26 deliveries accounted for around 16% of the midpoint (248 aircraft) of Embraer’s full-year delivery guidance for its combined Executive and Commercial Aviation divisions (240–255 aircraft for 2026). This is four percentage points above the five-year historical average of 12% for the same period. Commercial Aviation reported a backlog of US\$15.0 billion in 1Q26, up 50% year-on-year and 3% higher than in 4Q25. During the quarter, Finnair placed an order for up to 46 E195-E2 aircraft, including firm orders, options and purchase rights, reinforcing activity in the segment. As a result, 18 E195-E2 aircraft were added to the backlog. The agreement strengthens Embraer’s position in Europe and supports the E2 programme’s role in fleet renewal, driven by efficiency and operational flexibility. A further three E195-E2 aircraft were sold to an undisclosed customer. The division delivered ten aircraft in 1Q26, compared with seven in the same period last year. These deliveries represent approximately 12% of the midpoint (83 aircraft) of its full-year guidance (80–85 aircraft), slightly above the five-year first-quarter average of 11%. Commercial Aviation ended the period with a 3.0x book-to-bill ratio over the past 12 months. Executive Aviation posted a backlog of US\$7.6 billion in 1Q26, stable both year-on-year and quarter-on-quarter. The division delivered 29 aircraft during the quarter, a 26% increase from 23 deliveries in 1Q25, comprising 16 light jets and 13 mid-size jets. In Defence & Security, the backlog reached US\$4.4 billion in 1Q26, up 5% year-on-year and down 4% quarter-on-quarter. The business unit delivered one KC-390 Millennium and one A-29 Super Tucano to the Portuguese Air Force, two A-29 Super Tucano aircraft to the Uruguayan Air Force as part of a fleet modernisation programme supporting missions such as surveillance and border patrol, and one A-29 Super Tucano to an undisclosed customer in Africa. The division closed the period with a 1.2x book-to-bill ratio over the past 12 months.

MRO & PRODUCTION NEWS

Safran opens helicopter engine MRO hub in Germany



New Safran facility opening in Norderstedt, Germany

© Claudia Höhne / Safran

Safran Helicopter Engines has opened a new facility in Norderstedt (Schleswig-Holstein), near Hamburg, Germany. The 3,000m² site is dedicated to the support, maintenance and repair of helicopter engines, strengthening the company's ability to meet growing demand in the European helicopter market. The official opening took place in the presence of Claus Ruhe Madsen, Schleswig-Holstein's Minister for Economic Affairs, Transport, Labour, Technology and Tourism, alongside 200 customers, partners and institutional representatives. Safran Helicopter Engines has been established in Germany for 35 years and provides in-service support to 300 helicopter operators across Northern, Eastern and Central Europe, covering a fleet of 2,300 engines. With its new site, the company can offer customers a full range of support services for Arrius, Arriel and RTM322 engines, including local maintenance, on-site spare parts storage and round-the-clock availability. The new facility, 50% larger than its predecessor, is designed to achieve carbon-neutral operations through a range of initiatives, including photovoltaic panels, a green roof to absorb CO₂, and energy-efficient systems such as heat pumps and heat-recovery ventilation, while also ensuring optimal working conditions for staff. "The launch of our new German site is essential for delivering the highest standard of proximity service and support to our customers in the region. The opening of this facility is a direct response to the strong growth in both the civil and military helicopter markets in Europe. It also strengthens German sovereignty by enhancing local expertise, particularly with the introduction of new helicopters into the German armed forces," stated Cédric Goubet, CEO of Safran Helicopter Engines.

Air Nostrum E&M renews ATR maintenance agreement



Air Nostrum ATR 72-600 aircraft

© AirTeamImages

ATR and Air Nostrum Engineering & Maintenance Operations (ANEM), the maintenance arm of Spanish regional airline Air Nostrum and its subsidiary, Mel Air, have agreed a further five-year extension to their global maintenance agreement (GMA). The renewal represents another key milestone in one of ATR's longest-running partnerships. ANEM has been relying on ATR's maintenance expertise since 1999, underscoring more than 25 years of consistent confidence in the manufacturer's support capabilities. Air Nostrum and Mel Air currently operate a fleet of 12 ATR 72-600 aircraft, the latest-generation turboprops recognised for their fuel efficiency and reduced emissions. By renewing the GMA, ANEM ensures continued access to ATR's comprehensive maintenance services for systems and components, helping Air Nostrum maintain strong dispatch reliability while supporting essential connectivity across Spain and beyond. The agreement includes a wide range of services aimed at maximising aircraft availability and delivering more predictable maintenance costs. These cover access to ATR's global pool of line replaceable units (LRUs), along with exchange, repair and dedicated component support services.

**DELIVERING
A QUANTUM
LEAP
IN SERVICE**



When it comes to maintaining your LEAP-1A or LEAP-1B fleet, StandardAero offers a singular level of service.

We are a CFM LEAP Premier MRO provider



StandardAero

MRO & PRODUCTION NEWS

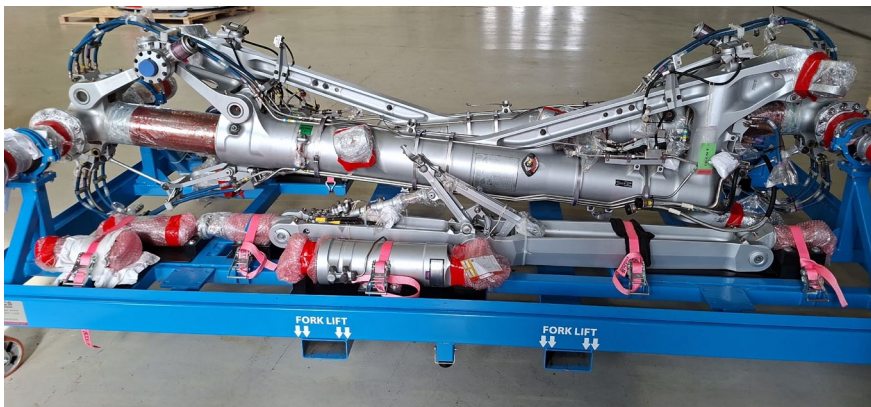
Boeing and Ontic broaden global valve supply partnership

Boeing and Ontic have announced a new distribution agreement at MRO Americas to supply Grimes engine valves to commercial airlines worldwide. The collaboration brings together Boeing Distribution's extensive global network with Ontic's expertise in critical aircraft components, including fuel management systems, ensuring operators have consistent access to high-quality valves essential for safe and efficient flight operations. The agreement further strengthens a long-standing partnership between the two companies, expanding the scope of support available to airline customers. It leverages Boeing Distribution's worldwide presence, advanced supply chain capabilities and global logistics infrastructure, including 24/7/365 aircraft-on-ground support. Combined with Ontic's role as OEM and licence holder, the partnership offers a robust and reliable solution for operators seeking both performance and cost efficiency. Under the terms of the agreement, airlines will benefit from comprehensive support services, including technical expertise, strategically positioned global inventory, and streamlined procurement processes designed to reduce lead times and improve operational continuity. The enhanced collaboration is aimed at helping operators optimise fleet performance while maintaining tight control over maintenance costs.



At MRO Americas, William Ampofo, SVP Parts & Distribution and Supply Chain for Boeing Global Services (l) and Brian Sartain, COO for Ontic (r)
© Boeing

APOC strengthens A321neo landing gear portfolio



Latest-generation landing gear

© APOC Aviation

APOC Aviation (APOC) has acquired a 'zero cycles since new' SAFRAN landing gear for the A321 EV, compatible with Airbus' new engine option (NEO) fleet. The addition reinforces APOC's position as one of Europe's leading independent landing gear providers, supporting operators facing imminent overhauls, aircraft-on-ground (AOG) events and other operational requirements. While APOC continues to refresh its inventory of new and relatively young landing gear assets as units are leased or exchanged, it also maintains a substantial portfolio of narrow-body landing gear to support the ageing global fleet. The company's strategy is focused on future-proofing its portfolio while expanding its wide-body asset base. Although CEO (current engine option) fleets will gradually be phased out, this transition is expected to be prolonged, with a significant number of older aircraft still in operation worldwide—particularly among low-cost carriers and in emerging markets. At the same time, NEO fleets continue to grow globally, driven by demand for improved fuel efficiency and long-term fleet optimisation. By maintaining a balanced mix of CEO and NEO assets, APOC is able to support a broad customer base, offering greater flexibility in exchanges and faster turnaround times for operators requiring immediate replacements. Strengthened relationships with OEMs and MRO providers further enhance support across both narrow-body and wide-body platforms, spanning multiple aircraft generations. This diversified approach also improves APOC's negotiating position for repair and overhaul services, enabling cost efficiencies that can be passed on to customers while reinforcing its role as a comprehensive partner to airlines and maintenance organisations.

Do228NXT ground tests mark key milestone

General Atomics AeroTec Systems (GA-ATS) has reported that ground tests of the first Do228NXT successfully began last week, marking an important step forward in the development of the new aircraft series. The programme now advances to engine testing, a critical phase in bringing the aircraft to operational readiness. The multirole Do228NXT is powered by two Honeywell TPE331-10 turboprop engines, each delivering 579 kW (776 SHP). Their single-shaft configuration — where compressor, turbine and propeller operate on a common shaft — enables an almost instantaneous thrust response. This characteristic provides a clear advantage for short take-offs and landings, as well as for demanding special-mission operations, underpinning the aircraft's exceptional STOL performance. Following the successful initial engine runs, the focus now shifts to precise engine fine-tuning. This phase requires a high level of technical expertise and careful calibration to ensure optimal performance. Properly tuned engines are essential to achieving the efficiency, reliability and safety standards expected of the Do228NXT.



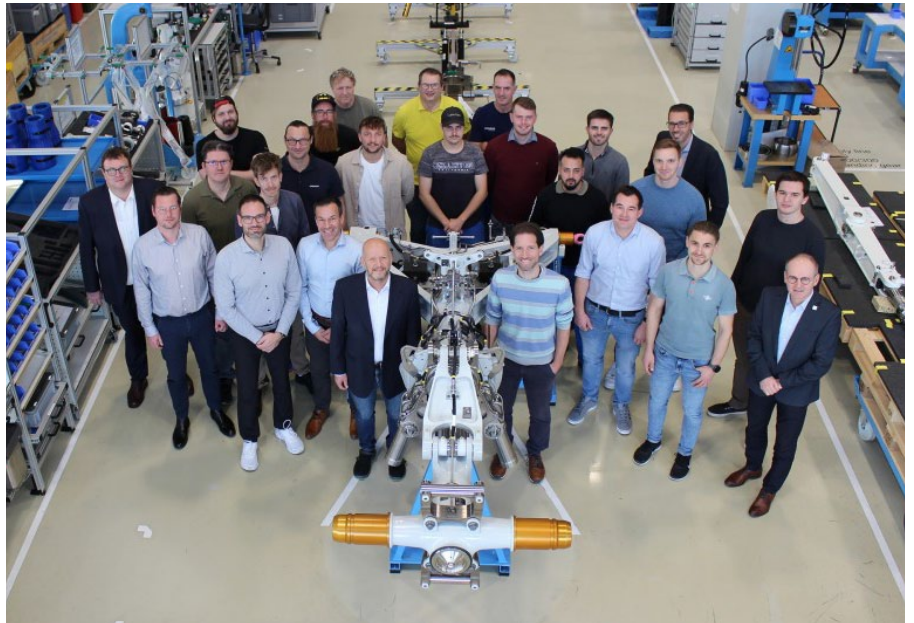
Do228NXT

© GA-ATS

MRO & PRODUCTION NEWS

Liebherr delivers first A350F nose landing gear

Liebherr-Aerospace has delivered its first nose landing gear for the Airbus A350F freighter, extending a partnership with Airbus that spans more than five decades. The company has been a core programme partner since the launch of the A350, providing critical flight control components alongside the nose landing gear, while continuously advancing its technology to meet evolving aircraft requirements. The A350F, designed for long-haul cargo operations, required significant modifications to the baseline aircraft and its onboard systems. One of the principal challenges is maintaining ground stability during loading, particularly as the main deck cargo door is positioned behind the landing gear. This configuration introduces a risk of tail tipping if loading is not properly managed. To address this, Airbus has developed an advanced tail tipping warning system as part of its Safety Beyond Standard approach. The system determines the aircraft's ground balance using load data from the nose landing gear. To enable this, Liebherr has engineered a new electronic pressure sensor integrated within the changeover valve, capable of monitoring internal shock absorber pressure with high precision. Across the A350 family, Liebherr supplies a broad range of systems and components, including the flap differential gearbox, load-sensing drive strut, lower deck cargo door actuator, moving damper, nose landing gear and slat actuation systems. The A350F nose landing gear is developed, qualified and manufactured at Liebherr's Lindenberg facility in Germany, with comprehensive maintenance, repair and overhaul support provided through its global aftermarket network.



Liebherr team with nose landing gear for the A350F

© Liebherr Aerospace

**Powering Worldwide Partnerships
Built on Engine Expertise**



+353 61 363555

info@elfc.com

www.elfc.com

MRO & PRODUCTION NEWS

Safran expands LEAP supply chain with India partnership

Safran Aircraft Engines has signed a memorandum of understanding with Uni Tritech Private Limited (Uni Tritech), part of the Neterwala Group, to manufacture components for the CFM LEAP engine programme, marking a significant step in strengthening its global supply chain and boosting India's aerospace manufacturing capabilities. Under the agreement, Uni Tritech will begin producing aluminium investment cast components for the LEAP-1A and LEAP-1B engines at its facility in Dharwad, Karnataka, India. The parts will be cast, precision-machined and undergo specialised treatments locally, in full compliance with the stringent quality, safety and certification standards required for next-generation commercial aircraft engines. The LEAP engine powers some of the most advanced single-aisle aircraft in service and is recognised for its fuel efficiency, performance and durability. This partnership aligns with Safran's strategy to develop a more resilient and diversified supply chain, while reinforcing India's position as an important hub for high-precision aerospace manufacturing. The collaboration will draw on Uni Tritech's advanced foundry capabilities, precision machining expertise and proprietary metallurgical processes to deliver components that meet the highest standards of performance, reliability and longevity.



Safran Aircraft Engines and Uni Tritech have signed an MoU to manufacture LEAP engine components in India © Uni Tritech

GA-ATS completes first Bangladesh Navy Do228 overhaul



Bangladesh Do228 aircraft

© GA-ATS

General Atomics AeroTec Systems GmbH (GA-ATS) has successfully completed a comprehensive overhaul of a Bangladesh Navy Do228 aircraft, returning it to Chattogram, Bangladesh, at the end of January 2026. This marks the first phase of an MRO contract signed between the two parties in 2025. A second Do228 is scheduled to undergo overhaul later this year. The Bangladesh Navy has operated a fleet of Do228 aircraft for more than a decade, supporting maritime patrol and special mission operations. The current fleet comprises four aircraft. Under the existing maintenance agreement, two aircraft are undergoing base maintenance at GA-ATS's facility in Oberpfaffenhofen, Germany. The first aircraft has now been overhauled and formally handed back to the customer in Bangladesh. The maintenance programme included a 72-month full-cycle scheduled inspection and a 12-year structural significant item inspection, ensuring the aircraft's continued safety, reliability and operational readiness for the years ahead. During the overhaul, a dedicated Bangladesh Navy team was present on site at the GA-ATS facility. Personnel observed the maintenance process, toured the workshops, and received technical training from Do228 OEM specialists, gaining direct insight into aircraft systems and servicing procedures. This transfer of knowledge was highly valued and has strengthened the operational capability of the Navy's aviation personnel. The MRO programme will continue with a second Bangladesh Navy Do228 expected to arrive in Oberpfaffenhofen later this year for the same scope of work. Overall, the project represents a significant step in modernising the Bangladesh Navy's Do228 fleet, enhancing its capabilities and ensuring long-term operational readiness.

Bird Aviation signs three-year MRO deal with KM Malta Airlines

Bird Aviation has signed a three-year agreement with KM Malta Airlines to provide heavy maintenance services, strengthening the existing relationship between the two companies. Under the deal, Bird Aviation will support the airline's fleet with a range of base maintenance activities, including C-checks and other scheduled work, carried out at its facilities in Larnaca, Cyprus. The agreement extends cooperation into a longer-term framework at a time when reliability, planning and close technical collaboration remain critical across the aviation sector. Frederic Pralus, Chief Executive Officer of Bird Aviation, commented on the partnership: "This agreement reflects the trust that has been built through our cooperation with KM Malta Airlines. In a period where predictability and close coordination matter more than ever, having partners you can rely on makes a real difference. Our team remains focused on delivering the level of support and consistency that operators expect from us." "Securing dependable maintenance support is an important part of maintaining operational stability. Our collaboration with Bird Aviation has shown the value of working with a partner that understands both the technical and operational aspects of our requirements. This agreement allows us to plan ahead with confidence." added David Curmi, Executive Chairman at KM Malta Airlines. The agreement further reinforces Bird Aviation's position as a trusted maintenance provider in the region, while supporting KM Malta Airlines in maintaining fleet performance and availability.



© Bird Aviation

FINANCIAL NEWS

TrueNoord confirms Arcus as new majority investor



TrueNoord confirms Arcus as new majority investor © TrueNoord

TrueNoord has disclosed that investor Arcus Infrastructure Partners has firmly agreed to acquire an approximate 74% stake in the business, while founding investor Freshstream will re-invest to retain the remaining share. The move marks a significant step in the company’s growth, providing stable capital to support future aircraft acquisitions as TrueNoord continues to build a global leased fleet of Embraer, ATR, Airbus and De Havilland Canada jets and turboprops. Anne-Bart Tieleman, CEO of TrueNoord, expressed delight in welcoming Arcus Infrastructure Partners as a new long-term investor, highlighting its role in supporting the company’s growth in the 50–150 seat regional aircraft leasing sector. She stated: “They are investing in our business development expertise, our knowledgeable and experienced team, as well as our dynamic brand. Over the past ten years we have steadily become one of the world’s leading specialist lessors, and I would like to thank Freshstream for their instrumental role in backing us from the start, alongside our previous investors and

shareholders, BlackRock, Patria and many others, for the confidence that enabled us to build a super-successful business. The whole team at TrueNoord embraces this change and the momentum of our future trajectory.” Michael Allen, Partner and Head of Transport at Arcus, commented: “Anne-Bart and team have done a phenomenal job building the TrueNoord platform over almost a decade, and the regional aircraft which they own and lease provide critical connectivity across dozens of cities and nations worldwide, powering economic and social development. We are excited to partner with the team for the next stage of their growth journey.” Rayhan Davis, Managing Partner at Freshstream, proudly acknowledged the strength of the partnership with TrueNoord and the progress achieved alongside Anne-Bart and his team: “From a fleet of just three aircraft to one of the largest pure play regional aircraft lessors in the world, TrueNoord’s trajectory has been exceptional, reflecting our strategy of backing entrepreneurial businesses and their management teams. We are excited to continue the journey and welcome Arcus on board for the next stage.”

Norwegian narrows losses with strong Q1 performance

The Norwegian Group (Norwegian) has reported a strong set of results for the first quarter (Q1) of 2026, traditionally the weakest period of the year. The airline achieved a record first-quarter load factor of 87.6%, significantly reduced its operating losses and increased liquidity to NOK 14.2 billion. The performance reflects continued focus on cost control and solid operational execution despite an uncertain macroeconomic backdrop. Operating loss (EBIT) improved markedly to NOK -220 million in Q1, compared with NOK -611 million in the same period last year. Profit before tax (EBT) stood at NOK -459 million. Results were supported by a stronger Norwegian krone, gains from jet fuel hedging and lower EU ETS allowance prices. The group carried a total of 5.2 million passengers during Q1, including 4.2 million on Norwegian and 0.9 million on Widerøe. Norwegian reduced capacity (ASK) by 6%, while Widerøe’s capacity declined by 2%. Passenger traffic (RPK) remained stable year-on-year for Norwegian and decreased by 1% for Widerøe. Norwegian’s load factor rose by 5.2 percentage points compared with the same quarter last year, reaching 87.6%, while Widerøe reported a load factor of 70.2%. Operational performance remained stable, with Norwegian achieving punctuality of 78.8% and Widerøe 87.2% during the quarter. At the end of the period, the Norwegian Group’s fleet totalled 145 aircraft, comprising 95 aircraft operated by Norwegian and 50 by Widerøe. (US\$1.00 = NEK9.32 at time of publication).

SMBC Aviation Capital upsizes facility to US\$3.7bn

SMBC Aviation Capital has finalised a US\$1.7bn greenshoe upsize of its original US\$2bn syndicated facility announced in February as part of the acquisition of Sumisho Air Lease Corporation. The upsizing brings the total transaction to US\$3.7bn, with the additional capital to be used for general corporate purposes. A total of 33 financial institutions participated in the general syndication, bringing overall participation to 40, following the successful raising of US\$2bn from seven banks during the senior syndication phase in February. The participating banks are globally diversified across Asia, Europe and the United States, with 15 new banking relationships established by SMBC Aviation Capital. The upsize increases the five-year tranche to US\$2.28bn and the seven-year tranche to US\$1.42bn. Commenting on the transaction, Aisling Kenny, Chief Financial Officer of SMBC Aviation Capital, said: “The upsizing of this facility provides long-term, competitively priced capital to support SMBC Aviation Capital’s increased scale and strong growth trajectory. This transaction also deepens our existing banking relationships, and we are pleased to welcome an additional fifteen new banking partners. The strong reception to this transaction, reflected in both its scale and the geographic diversity of participating banks, underlines the strength of our franchise and the global reach of our business.”

AMETEK strikes deal to acquire First Aviation Services

AMETEK has announced that it has entered into a definitive agreement to acquire First Aviation Services, a provider of highly engineered, mission-critical defence and aviation maintenance, repair and overhaul (MRO) services, as well as a manufacturer of related proprietary components. First Aviation’s MRO capabilities encompass advanced electronics, rotor blades and assemblies, propellers, landing gear and flight controls. The company also specialises in the design, engineering and manufacture of critical components across a wide range of defence and aviation platforms. The First Aviation companies will continue to operate under the leadership of President and COO Paul Bolton. The business will form part of the North American Business Unit within AMETEK’s MRO Division. Paul Bolton commented on the acquisition: “AMETEK is an outstanding company with a strong track record of performance. They understand our industry and bring important resources to support First Aviation’s continued growth.” “First Aviation is a strong strategic fit with our MRO platform, providing attractive market expansion opportunities and broadening the scope of our component MRO services,” said David A. Zapico, AMETEK Chairman and Chief Executive Officer. “Their proprietary products and services further broaden our differentiated products serving mission critical applications. We look forward to leveraging our respective operating, engineering and distribution strengths to continue to grow our combined capabilities.” First Aviation Services generates annual revenues of approximately US\$80 million and operates six centres of excellence across the United States. The transaction remains subject to customary closing conditions, including relevant regulatory approvals.

MILITARY AND DEFENCE

Rolls-Royce launches advanced manufacturing cell in Bristol



Ribbon-cutting ceremony to officially open Rolls-Royce's new Additive Manufacturing Development Cell in Bristol, UK © Rolls-Royce

Rolls-Royce has opened a new Additive Manufacturing (AM) Development Cell at its Defence Assembly and Operations facility in Bristol, UK. Funded by the UK Ministry of Defence, the cell uses advanced additive manufacturing technology to produce critical components for next-generation aircraft engines. By integrating this German-engineered capability, the UK remains at the forefront of aerospace engineering, delivering complex parts with shorter lead times, lower costs and greater efficiency than traditional methods. The machinery will play a key role in accelerating innovation, knowledge and skills across the Global Combat Air Programme (GCAP), as well as future combat air power and propulsion applications within Defence and across Rolls-Royce more broadly. Newly optimised, lightweight engine components will enable future aircraft to achieve greater power and improved fuel efficiency, delivered at pace. Engineers are being specially trained to operate the cell, supporting job creation and long-term capability at the Bristol hub, the UK's centre for military combat and transport aerospace power and propulsion. The facility is housed in a purpose-built, tightly controlled 350 m² environment, where humidity, temperature

and air pressure are optimised to ensure consistent quality. The AM system produces aerospace components layer by layer using metal superalloy powders, precisely melting each layer with laser beams to create highly complex structures. In addition to weight savings, components produced in the cell will enable faster delivery to partners and customers while improving cost efficiency. The precision of AM technology also enhances energy efficiency, using only the required amount of raw material, reducing waste and lowering the power needed for production.

OTHER NEWS

Textron has announced plans to separate its Industrial segment from its core aerospace and defence operations, aiming to sharpen strategic focus and unlock long-term value. The company is exploring several options for the separation, including a potential sale or the creation of an independent, publicly listed entity. The move would result in a streamlined "New Textron" focused exclusively on aerospace and defence, built around its key businesses: **Textron Aviation**, **Bell** and **Textron Systems**. The decision follows an internal strategic review, with leadership concluding that the two divisions operate in fundamentally different markets with distinct investment needs and growth trajectories. By separating them, Textron believes each business will gain greater operational clarity, improved agility and the ability to pursue tailored capital allocation strategies. This includes more targeted investment in product development, as well as enhanced flexibility to pursue both organic growth and acquisitions. New Textron is expected to emerge as a leading pure-play aerospace and defence company, with projected 2026 revenues exceeding US\$12 billion and a backlog of US\$19 billion. Its portfolio will span general aviation through the Cessna and Beechcraft brands, rotorcraft via Bell, and a range of defence and aerospace solutions from Textron Systems. The company anticipates stronger revenue growth and improved operating margins following the separation, while maintaining a disciplined approach to capital allocation, including continued investment in research and development. The Industrial business, by contrast, will reposition itself as a global mobility-focused company with expected revenues of more than \$3 billion. It comprises Kautex, which specialises in automotive systems such as fuel tanks and battery enclosures, and Textron Specialized Vehicles, known for brands including E-Z-GO and Jacobsen. As a standalone entity, Industrial is expected to pursue strategies better aligned with its market dynamics and customer base. Textron aims to complete the separation within 12 to 18 months, subject to regulatory approvals and board sign-off. In the meantime, the Industrial segment will continue operating under its current strategy, with ongoing investment in growth, efficiency and innovation. easyJet and Rolls-Royce have announced the successful completion of a major testing milestone using hydrogen as an aviation fuel, marking a significant step towards reducing aviation emissions. In an industry first, the companies tested a modified Rolls-Royce Pearl 15 aircraft engine at NASA's Stennis Space Center near Bay St. Louis, Mississippi, achieving full take-off power while operating on 100% hydrogen. This milestone is the result of a four-year programme involving Rolls-Royce, easyJet and global partners to explore hydrogen as a potential aviation fuel and to generate engineering insights for future propulsion applications. easyJet has played a central role in supporting the development of hydrogen gas turbine technology as part of its long-term decarbonisation strategy. Rolls-Royce's expanded partnership with TCS has accelerated progress by adding capability and capacity across key engineering workstreams. During this phase of testing, engineers demonstrated that a modern jet engine—scalable for a narrow-body aircraft—can safely operate on gaseous hydrogen across a fully simulated flight cycle, including start-up, take-off, cruise and landing. The Rolls-Royce programme has followed an incremental, technology-led approach to validate core technologies. Beginning with initial engine tests at Boscombe Down in the UK in 2022, the programme progressed through a UK and European campaign of component and system rig testing, including the development of a full-scale hydrogen test facility at the Health and Safety Executive (HSE), before advancing to full integration within a hydrogen-fuelled demonstrator engine. Earlier modifications focused on adapting the engine to replace conventional jet fuel with hydrogen, while addressing both carbon and non-CO₂ impacts through an extensive combustion programme. The programme has generated valuable insights into hydrogen combustion, fuel systems and engine integration, supporting the potential for future hydrogen-powered aircraft to significantly reduce carbon emissions across UK and European aviation. This approach is expected to complement Sustainable Aviation Fuel (SAF) in enabling future sector growth, as highlighted in the report Enabling Hydrogen in the European Aviation Market.



easyJet and Rolls-Royce have completed a major, industry-first hydrogen aviation fuel testing programme © easyJet

OTHER NEWS

ABL Aviation has opened a new technical office in Manila, reinforcing its presence in the Asia-Pacific region as airline demand continues to recover despite ongoing aircraft supply constraints. The facility will operate as a dedicated technical hub, supporting aircraft inspections, lease management and technical oversight across the company's expanding Asian portfolio. The Manila office complements ABL Aviation's existing regional bases in Hong Kong and Tokyo, while strengthening its wider global network spanning New York, Dublin, Casablanca and Dubai. This move underscores the company's long-term commitment to Asia-Pacific and its strategy of investing in in-house technical expertise to remain close both to airline partners and deployed assets. Led by Chief Technical Officer **Donal O'Shea**, the new office will ensure alignment with ABL Aviation's global technical standards while improving operational responsiveness on the ground. Establishing a local technical team is expected to enhance service delivery, enabling faster decision-making, improved asset management and stronger support for airline customers across the region. The expansion comes at a time of sustained growth in Asia-Pacific aviation markets, where rising passenger demand and limited aircraft availability are driving increased competition for assets. By strengthening its regional technical capabilities, ABL Aviation is positioning itself to respond more effectively to these market dynamics while maintaining high performance across its portfolio. The Manila hub also aligns with the forthcoming launch of ABL Industries, the company's Casablanca-based maintenance, repair and overhaul (MRO) and technical platform. Together, these initiatives reflect a broader strategy to build comprehensive in-house expertise across the entire aircraft lifecycle, from initial delivery through mid-life management to end-of-lease transitions. Through this investment, ABL Aviation continues to develop a fully integrated global platform that combines financial structuring expertise with robust technical capabilities, reinforcing its role as a trusted partner both for airlines and investors worldwide.



Donal O'Shea will lead the new technical office in Manila © ABL Aviation

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

Publisher
Peter Jorssen
Tel: +1 604 318 5207

Editor
Heike Tamm [Linked in](#)
editor@avitrader.com
Tel: +34 (0) 971 612 130

Advertising Inquiries
Tamar Jorssen [Linked in](#)
Central, North & South America
tamar.jorssen@avitrader.com
Phone: +1 (778) 213 8543

Advertising Inquiries "International"
Malte Tamm [Linked in](#)
Europe, Middle East & Asia
malte.tamm@avitrader.com
Phone: +49 (0)162 8263049

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

Follow us on
[Linked in](#)

INDUSTRY PEOPLE



Matthew J. Koscal

Republic Airways has announced that its Board of Directors has unanimously appointed **Matthew J. Koscal** as President and Chief Executive Officer (CEO), effective June 15, 2026. Koscal, who joined the airline in 2014 and has served as President and Chief Commercial Officer since before the company's merger with Mesa Air Group in November 2025, will succeed **David Grizzle**. Grizzle will step down as CEO on the same date and assume the role of non-executive Chair of the Board, in line with the company's previously outlined succession strategy. The appointment completes a transition plan disclosed in December 2025, when the Board indicated its intention for Koscal to take over the chief executive role during 2026. Grizzle had been appointed CEO in July 2025 following the retirement of long-serving chief executive **Bryan Bedford**. Since then, he has worked closely

with Koscal to guide Republic through its all-share merger with Mesa Air Group. That transaction created one of the largest publicly traded regional airlines in the United States and established Republic as the operator of the world's largest Embraer jet fleet, strengthening its position in the regional aviation market.



Eric Kirstetter © Airbus

Airbus has appointed **Eric Kirstetter** as Executive Vice President for Strategy, effective May 18. He succeeds **Mathieu Louvot**, who has recently been appointed CEO of Airbus Helicopters. Joining from global strategy consultancy Roland Berger, Kirstetter will report to Airbus CEO **Guillaume Faury** in his new role. "Eric is joining Airbus at a critical juncture for the Company, as we work to secure a trajectory of sustained growth, bold innovation and positive societal impact," stated Guillaume Faury, Airbus CEO. "His experience across a variety of industry sectors, including aerospace and

defence, will be key to help us turn global geopolitical and technological changes into strategic opportunities and to implement our long-term roadmap. I look forward to the collaboration with Eric and wish him every success in the role." Holding a degree in Mechanical Engineering from ISAE-Supméca and a Master's in International Industrial Management from HEC Paris, Kirstetter spent 17 years at the international management consultancy **Arthur D. Little** before joining Roland Berger's Paris office in 2017. He brings extensive experience in growth strategy and transformation, gained through a broad range of successful projects across the automotive, aerospace and defence sectors. Kirstetter has supported leading clients in Asia, Europe and the United States in making strategic decisions, delivering transformations, executing M&A transactions and scaling innovation.

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	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

MRO 360

TOO MUCH OR NOT ENOUGH
 Inventory Optimisation

Plan Smart - Save Big
 Engine LLP Management

Full Control Required
 Tool Calibration and Tool Control

Maintenance Mythbusters
 Newer Aircraft Require Less MTX

THE AIRCRAFT AND ENGINE MARKETPLACE

Aircraft and Engine Parts, Components and Misc. Equipment

Description	Company	Contact	Email	Phone
(2) GTCP331-200ER, (2) GTCP131-9A, (1) GTCP131-9B	Setna IO	David Chaimovitz	david@setnaio.com	+1-312-549-4459
(1) A321 Enhanced Landing Gear 2020 OH				
(3) A340 LG Shipset, (1) B777 LG Shipset (3) B737 LG Shipset, (11) A320 LG Shipset, (1) B757 LG Shipset, (1) 767 Shipset	GA Telesis		landinggearsales@gatelesis.com	
(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	Willis Lease	Gavin Connolly	gconnolly@willislease.com	+44 1656 765 256
Engine stands now available	Now - Lease			

SETNA IO
GLOBAL COMPONENT SUPPORT
CHICAGO | LONDON
RESPONSIVE, RELIABLE, READY TO GO.
SALES@SETNAIO.COM +1 312-549-4459

Quantum Control
Powered by Component Control
THE INDUSTRY LEADER IN MRO & LOGISTICS SOFTWARE
WWW.COMPONENTCONTROL.COM

Making Aircraft Maintenance More Affordable
JET PARTS ENGINEERING, LLC
- MRO services
- PMA parts
- DER repairs

Powering Worldwide Partnerships
Built on Engine Expertise
elfc
www.elfc.com

WLFC
WILLIS LEASE FINANCE CORPORATION
Power to Spare – Worldwide®

Jetstream
AVIATION CAPITAL
Regional Aircraft Leasing