

Weekly Aviation Headline News

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There is no human, moral or legal justification in continuing this procedure.

Daniele Lamy, President AF447 Victims' Association

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Air France Airbus A330 aircraft

© Air France

Appeals court finds Airbus and Air France guilty of manslaughter in 2009 crash 2023 verdict reversed in legal marathon concerning France's deadliest air disaster

Having originally been cleared in 2023, the Paris Appeals Court has found both Airbus and Air France guilty of manslaughter in relation to the 2009 crash of Flight 447, an A330, en route to Paris from Rio de Janeiro, Brazil. The aircraft crashed into the Atlantic from an altitude of 38,000 feet and cost the lives of all 12 crew and 216 passengers, making it the deadliest crash in French aviation history. The passengers came from 33 different countries, including 61 French nationals, 58 Brazilians, 26 Germans, two Americans, five Britons and three Irish nationals. The verdict was delivered after an eight-week trial where both Airbus and Air France denied responsibility. The search for the aircraft was a mammoth task which covered 10,000 square kilometres of the seabed, more than 700 miles (1127km) from the coast of South America, and it was not until 2011 that the black box flight recorder was recovered. According to BBC News, the companies have been asked to pay the maximum fine - €225,000 (\$261,720) each - but some victims' families have criticised the amount as a token penalty. Daniele Lamy, president of the AF447 victims' association, who lost her son in

the accident, praised the court's verdict, adding that the justice system was "at last, taking into account the pain of the families faced with a collective tragedy of unbearable brutality". During the initial searches, the French government had been responsible for investigating the crash and Brazilian forces took charge of retrieving the bodies. In the first 26 days of searches, 51 bodies were recovered, many still buckled into their seats. In 2012, French investigators found that a combination of technical failure involving the plane's sensors and the pilots' inability to react to the aircraft stalling led to it plunging into the sea. While the pilots had been confused by faulty air-speed readings, they mistakenly pointed the nose of the plane upwards when it stalled instead of down. Since the crash, pilot training has been improved and the speed sensors replaced. A statement from Air France at the time of the crash said the pilot had more than 11,000 hours of flight time, including 1,700 hours on the same type of plane. The aircraft had last been through a maintenance check on 16 April 2009. While Airbus said it would appeal to France's highest court to address legal matters raised by

the trial, according to Reuters news agency, lawyers had said further appeals to France's highest court would potentially drag the process out for years, prolonging the ordeal for relatives. Daniele Lamy, president of the AF447 victims' association, urged the planemaker and Air France not to take the case any further. "There is no human, moral or legal justification in continuing this procedure," she told reporters. Any appeals will likely shift the focus from the AF447 cockpit to the intricacies of law. In 2012, BEA crash investigators found the plane's crew had pushed their jet into a stall, chopping lift from under the wings, after mishandling a problem to do with iced-up sensors. Prosecutors, however, focused their attention on alleged failures inside both the planemaker and airline. Those included poor training and failing to follow up on earlier incidents. To prove manslaughter, prosecutors had to not only establish that the companies were guilty of negligence but also pull the threads together to demonstrate how this caused the crash.

**AVAILABILITY IS
NOT OPTIONAL**



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AIRCRAFT & ENGINE NEWS

Azorra completes acquisition of E-Jet portfolio from DAE

Azorra has completed the acquisition of 49 Embraer E-Jet aircraft and two General Electric CF34 engines from Dubai Aerospace Enterprise (DAE). Since the original purchase agreement was signed in May 2025, the assets have been placed with 12 airline customers worldwide, reflecting strong demand for Embraer’s E-Jet family. Chief Executive Officer John Evans said the transaction represents a major step in Azorra’s continued growth and highlights the company’s ability to execute large-scale strategic investments that support both fleet expansion and long-term airline partnerships. He added that the aircraft and engines are well-proven assets that fit Azorra’s strategy in the small narrow-body sector and reinforce the company’s confidence in the long-term prospects of the market. Evans also said the deal further strengthens Azorra’s relationship with DAE following the successful completion of the transaction. As of May 2026, Azorra’s portfolio of owned, managed and committed aircraft and engines exceeds 300 assets.

SATENA adds ATR aircraft to regional fleet



SATENA ATR 72-600

© Abelo

Abelo has disclosed a further lease placement from its orderbook with Colombian regional carrier SATENA for one ATR 72-600 aircraft. The agreement follows the successful delivery of Abelo’s first ATR 42-600 to SATENA in December 2025. The new aircraft will further enhance SATENA’s fleet, enabling the airline to connect remote and underserved communities while supporting economic growth across Colombia’s regions. The ATR platform is particularly well suited to the country’s varied geography, offering strong operational efficiency alongside a lower environmental impact.

GENESIS welcomes Aeroitalia with a Boeing 737-800 delivery



Aeroitalia Boeing 737-800

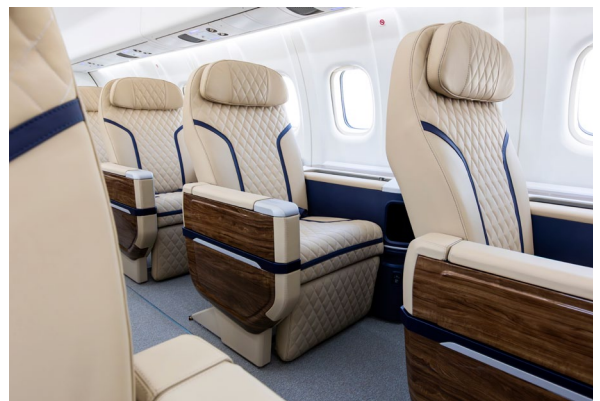
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with airlines to deliver tailored leasing structures that support both near-term operational needs and longer-term strategic goals. The partnership with Aeroitalia reflects a shared commitment to growth, efficiency, and service excellence within the European aviation landscape.

GENESIS has welcomed Aeroitalia as its newest customer with the delivery of a Boeing 737-800 aircraft. This latest delivery underscores GENESIS’ continued focus on building long-term relationships with innovative and ambitious airline partners across Europe and beyond. The introduction of the Boeing 737-800 into Aeroitalia’s fleet supports the airline’s strategy to enhance operational efficiency while maintaining flexibility across its expanding route network. Aeroitalia CEO Gaetano Intriери noted that having GENESIS among the lessors of its aircraft fleet is highly valued, highlighting appreciation for GENESIS’ professionalism and support throughout the phase-in operations. He also added that Aeroitalia looks forward to the possibility of concluding further transactions with GENESIS in the future. GENESIS continues to prioritise fleet solutions that respond to evolving market requirements, working closely

Berjaya Air receives first all-business-class ATR 72-600

Berjaya Air has taken delivery of the world’s first ATR 72-600 featuring ATR’s High-Line “All-Business Class” cabin configuration, marking a significant milestone for regional aviation. The aircraft arrived in Kuala Lumpur following certification of the new cabin concept earlier this month by both EASA and the Malaysian aviation authorities, clearing the way for commercial operations worldwide. The delivery represents a double milestone for Berjaya Air as both its first ATR 72-600 and the launch operator for ATR’s new premium cabin offering. The aircraft is expected to redefine regional travel by combining the comfort and exclusivity of semi-private aviation with the operational efficiency and sustainability advantages of turboprop aircraft. The aircraft features a fully bespoke all-business-class cabin with 26 seats arranged in a spacious and distinctive one-by-one layout, ensuring every passenger enjoys direct aisle access and unobstructed views through multiple windows. The handcrafted ETEREA seats by Geven – the widest ever installed on an ATR aircraft – provide generous personal space alongside an elegant side console with integrated storage.



Berjaya Air HighLine business-class configuration

© ATR

AIRCRAFT & ENGINE NEWS

Eve advances eVTOL testing

Eve Air Mobility has completed the hover and low-speed phase of flight testing for its full-scale engineering prototype, marking another key milestone in the development of its electric vertical take-off and landing (eVTOL) aircraft. The latest stage of the programme delivered what the company described as high-fidelity operational data and valuable technical insights as Eve prepares to move into transition flight testing later this year. The tests form part of the company's step-by-step development strategy, designed to progressively expand the aircraft's flight envelope while validating simulation models, control laws and real-world flight behaviour. During the campaign, the prototype demonstrated stable hover capability and predictable handling across increasingly demanding manoeuvres. Initial low-speed testing was carried out below 15 knots, focusing on validating flight control systems, downwash behaviour, thermal performance and propulsion modelling. As the programme advanced, testing expanded to around 20 knots of ground speed and included simultaneous four-axis manoeuvres to further assess aerodynamic performance and structural load models ahead of higher-speed operations and larger control inputs. Eve completed more than 100 individual flight test points during the phase. The aircraft also successfully demonstrated its autoland capability and a simplified fly-by-wire mode designed to operate as a secondary control layer should the primary system become unavailable. The prototype reached an altitude of 215 feet above ground level and achieved a maximum flight duration of three minutes and 48 seconds. According to Eve, the aircraft displayed consistent behaviour throughout testing, including under complex multi-axis inputs. The company added that recorded noise levels met expectations, while battery and propulsion system performance exceeded projections during the evaluation period. Over the coming weeks, Eve will carry out further ground testing in preparation for the next phase of development — transition flight testing — scheduled to begin during the summer of 2026. That phase will focus on expanding the flight envelope further and validating aircraft performance as the programme progresses towards wing borne flight operations.



Eve prototype conducting hover and low-speed phase of flight testing

© Eve Air Mobility

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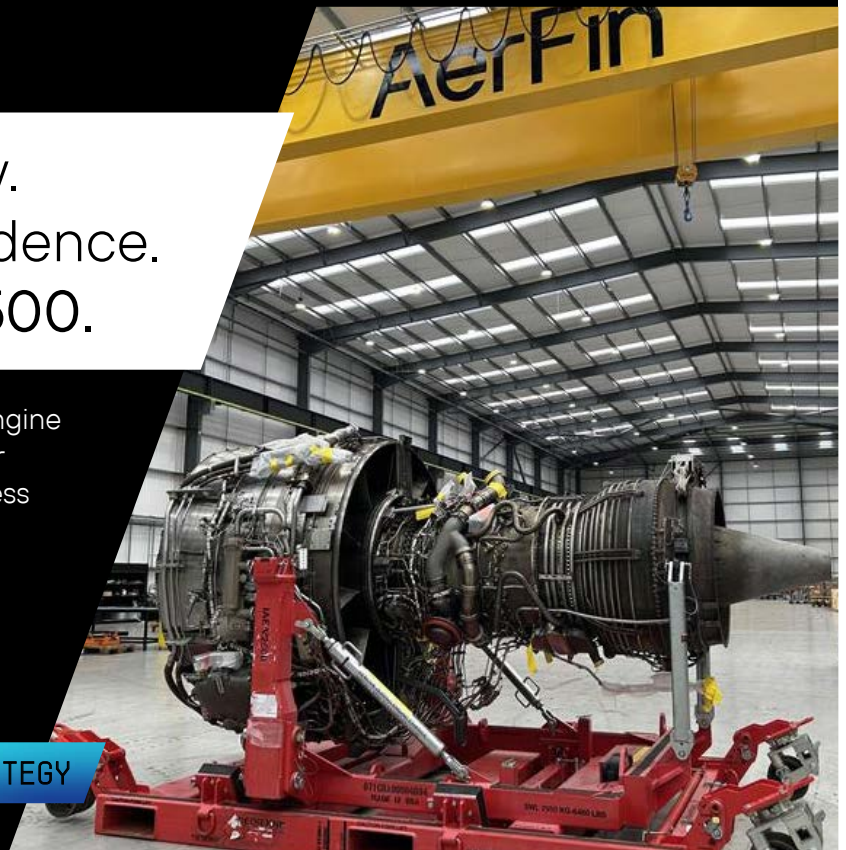
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AIRCRAFT & ENGINE NEWS

BOC Aviation signs second Akasa Air lease for three 737-8200s



Akasa Air Boeing 737-8200 aircraft

© BOC Aviation

BOC Aviation has agreed to a further sale and leaseback transaction with existing customer Akasa Air (Akasa) for three Boeing 737-8200 aircraft under long-term operating leases. All aircraft will be powered by CFM LEAP-1B engines and are scheduled for delivery by the end of 2026. “Following our successful transaction last November, we are pleased to be executing a further agreement with Akasa as it builds its business in India and beyond,” commented Paul Kent, Chief Commercial Officer, BOC Aviation. “The modern Boeing 737 family on which it is centring its fleet development remains one of the world’s most popular single-aisle jets, demonstrates industry-leading fuel efficiency and is a cornerstone of our orderbook.” Priya Mehra, Chief of Governance & Strategic Acquisitions at Akasa Air, acknowledged the second transaction with BOC Aviation, covering three additional Boeing 737-8200 aircraft, further strengthens the partnership between the two companies and reflects their shared long-term confidence in Akasa Air’s growth trajectory and the strength of the Indian aviation market. This latest agreement builds on the November 2025 transaction between the two companies and highlights the continuing momentum of Akasa Air’s fleet expansion strategy. The addition of three further Boeing 737-8200 aircraft will support the carrier’s ambitions to increase capacity and broaden its network both within India and internationally. It also reflects the deepening relationship between Akasa Air and BOC Aviation, which continues to support airline customers with modern and fuel-efficient aircraft solutions. The Boeing 737-8200 remains a key asset for airlines seeking operational efficiency, lower emissions and enhanced economics in an increasingly competitive aviation market.

MRO & PRODUCTION NEWS

Emirates breaks ground on landmark Dubai MRO hub

Emirates has officially broken ground on its new US\$5.1 billion engineering complex at Dubai South, a major development set to become the world’s most advanced aircraft maintenance, repair and overhaul (MRO) facility. The groundbreaking ceremony was attended by senior figures including His Highness Sheikh Ahmed bin Saeed Al Maktoum, Chairman and Chief Executive of Emirates Airline and Group, Sir Tim Clark, President of Emirates Airline, and representatives from Dubai South and China Railway Construction Corporation. Spanning 1.1 million square metres, the facility will rank among the world’s largest buildings by volume and will become the GCC’s largest steel structure. The complex will feature a unique hangar system capable of simultaneously accommodating 28 wide-body aircraft, alongside two dedicated aircraft painting hangars. The development will also include a 50,000 m² administrative headquarters for Emirates Engineering, 15,000 m² of training facilities and a dedicated gateway building controlling airside access. Designed with sustainability in mind, the entire complex is targeting LEED Platinum certification and will incorporate rooftop solar panels and other energy-efficient technologies. Construction is expected to be completed by mid-2030, with the new hangars initially handling heavy maintenance work and overflow projects from Emirates Engineering’s existing facility at Dubai International Airport.



Groundbreaking of Emirates new US\$5.1 billion engineering complex at Dubai South

© Emirates

The new hangars will initially handle heavy maintenance work and overflow projects from Emirates Engineering’s existing facility at Dubai International Airport.

MRO & PRODUCTION NEWS

Airbus and LHT expand AeroSHARK programme

Lufthansa Technik (LHT) and Airbus have launched a technical collaboration to develop and certify the application of AeroSHARK riblet technology on the wings and stabilisers of the Airbus A330ceo, marking a major step forward in drag-reduction technology for commercial aviation. The partnership aims to achieve the first commercial certification of riblet technology on an Airbus A330 wing and tailplane. The programme builds on the ongoing Supplemental Type Certificate (STC) certification of AeroSHARK for the A330ceo fuselage and engine nacelles. With Airbus providing technical support, Lufthansa Technik will now extend the technology to the aircraft's wings, horizontal stabilisers, and vertical stabilisers. Lufthansa Technik will lead the certification process and hold the STC, while its engineering division will oversee the overall certification strategy and execution. Airbus Engineering will support the project through aircraft data provision and safety assessments. The certification programme will assess the impact of the riblet application across a wide range of operational and technical areas, including flight dynamics, lightning strike protection, structural loads, maintenance requirements, and aircraft systems such as flight controls, autopilot and navigation systems. The wing and tailplane applications are intended to complement AeroSHARK coverage already being developed for the fuselage and engine nacelles by Lufthansa Technik and BASF Coatings. When applied across all major aerodynamic surfaces, the technology is expected to deliver fuel savings exceeding two per cent on typical long-haul missions for a fully modified A330ceo fleet. The anticipated efficiency gains could provide airlines with meaningful reductions in both operating costs and carbon dioxide emissions, supporting broader industry decarbonisation targets. Airbus said its involvement reflects the manufacturer's commitment to supporting innovative sustainability solutions across its in-service aircraft fleet through close technical collaboration. By extending AeroSHARK to additional aerodynamic surfaces, Lufthansa Technik aims to maximise the performance potential of riblet technology and improve operational efficiency for one of the world's most widely operated wide-body aircraft.



AeroSHARK technology

© LHT

Muirhead Avionics secures ARC partnership



Left to right: Vojtech Podhradsky, VP Global Technical Sales and Freddie Zonoozi, International Sales Manager from Innovative Aerosystems, David Bentley, DVP Muirhead Avionics and Adam Payne- Business Development Director Europe from AMETEK MRO © AMETEK MRO

Muirhead Avionics, part of AMETEK MRO, has signed a long-term agreement with Innovative Aerosystems (IA) to become an Authorised Repair Centre (ARC) for selected legacy avionics products previously developed under Honeywell product lines and now fully supported by IA. The agreement authorises Muirhead Avionics to deliver approved repair and overhaul services for selected Inertial Reference Units (IRUs), radio equipment, and associated avionics systems. The partnership is designed to support continued product availability and ensure regulatory compliance for operators relying on these long-serving legacy platforms. David Bentley, Divisional Vice President and Business Manager at Muirhead Avionics / AMETEK MRO, said the authorisation would strengthen support capabilities across key international markets. "As an authorised

repair centre, Muirhead Avionics will operate in accordance with OEM-approved repair processes, supported by access to authorised technical data, approved test equipment, and parts," he advised, before adding that: "This authorisation enables Muirhead Avionics to support operators across Europe, Africa, and Asia with approved repair capability for selected legacy avionics platforms." Bentley also noted that avionics manufacturers are increasingly partnering with specialist maintenance, repair and overhaul (MRO) providers to maintain support for ageing equipment while concentrating internal resources on next-generation technologies and product development. "OEMs are focusing internal resources on new product development while ensuring continued support for legacy fleets," he commented, pointing out that: "Authorised ARC relationships support this approach by enabling approved repair capability for products where long-term operational support remains critical." He added that the agreement reflects a well-established relationship between component manufacturers and specialist MRO providers. "Muirhead Avionics has supported legacy Honeywell-designed avionics for decades, providing approved repair capability and long-term product support for operators," Bentley said. The agreement reinforces Muirhead Avionics' position as a specialist provider of legacy avionics support services and highlights continued demand for certified maintenance solutions across mature aircraft fleets worldwide.

MRO & PRODUCTION NEWS

Emirates strengthens engine MRO partnership with GE Aerospace



The new agreement was signed by Adel Al Redha, Emirates' Deputy President and Chief Operating Officer (r) and Mohamed Ali, President & CEO, Commercial Engines & Services, GE Aerospace © GE Aerospace

Emirates has signed an agreement with GE Aerospace to develop advanced piece part component repair capabilities for GE90 and GP7200 engines as part of the expansion of its Emirates Engine Maintenance Centre (EEMC) in Dubai. Under the agreement, GE Aerospace will provide technical consultancy and training support to help Emirates establish a dedicated component repair line and transfer specialist knowledge and best practices to EEMC teams. The partnership forms part of the airline's US\$300 million investment to expand its engine maintenance, repair and overhaul capabilities across its fleet. The enhanced repair capabilities will support the GE90 engines powering the carrier's Boeing 777 fleet and the GP7200 engines used on part of its Airbus A380 fleet. Emirates said the initiative will strengthen its long-term vision of building world-class engine maintenance and repair operations in Dubai. Emirates Engineering currently provides maintenance support for more than 270 Boeing 777, Airbus A380 and Airbus A350 aircraft, while the Emirates Engine Maintenance Centre has been delivering engine repair and maintenance services since its establishment in 2014.

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JAL signs ten-year GE Aerospace support deal

Japan Airlines (JAL) has signed a ten-year maintenance and overhaul agreement with GE Aerospace covering avionics systems support for its Boeing 787 fleet. The agreement was formalised at GE Aerospace's facility in Brisbane, Australia. Under the deal, GE Aerospace's Brisbane operation will provide repair and stock support services for avionics systems installed across Boeing 787 aircraft operated by JAL and its subsidiaries. Programme management and material support will be coordinated through GE Aerospace's Singapore operation, strengthening the company's regional support network for the airline. GE Aerospace is the original equipment manufacturer (OEM) for the Boeing 787's Common Core System, as well as several related avionics systems included within the agreement. Yuta Kawaguchi, Executive Officer and Vice President of Material & Component Services at JAL Engineering, said the partnership would help reinforce operational reliability and safety standards across the airline's fleet. "Through this collaboration with GE Aerospace, we are committed to enhancing component quality and, above all, ensuring the continued safety of our flight operations," Kawaguchi said. "We look forward to further strengthening our partnership with GE Aerospace as we explore new opportunities for growth and innovation in the future." The agreement further expands the long-standing relationship between the two companies and highlights the growing importance of integrated regional support solutions for next-generation aircraft fleets.



GE Aerospace will cover avionics systems support for JAL's Boeing 787 fleet © Shutterstock

HJS expands parts inventory



HJS has acquired four additional aircraft, one of them a Challenger 300 jet, which are now being dismantled for parts © HJS Aftermarket Aircraft Components

HJS Aftermarket Aircraft Components (HJS) has accelerated its growth with the acquisition of four additional aircraft now being dismantled for parts, significantly increasing its global inventory of high-quality aftermarket components. The latest additions include a King Air 350ER, Falcon 50, Hawker 4000 and Challenger 300, all currently undergoing disassembly at multiple locations. HJS confirmed that each aircraft was carefully sourced, fully vetted and verified as non-incident and non-accident airframes with strong operational pedigrees. All recovered parts are being processed through HJS's established quality-control procedures, including full documentation review, inspections and preservation protocols to ensure traceability and reliability before entering stock. HJS Aftermarket Aircraft Components is an AS9120B-certified supplier specialising in fully traceable aftermarket aircraft parts, complex airframe systems and engines for business aviation operators, owners and MRO providers. The company supports a wide range of aircraft types, including Bombardier Global Express, Challenger, Falcon, Hawker, Learjet and HondaJet Elite models. The company says its global customer base benefits from carefully vetted inventory, responsive support services and streamlined sourcing through the HJS Parts Search portal.

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MRO & PRODUCTION NEWS

AAR adds single-source A320 slat services in APAC

AAR has expanded its component MRO capabilities with the introduction of A320 slat repair services. With this new capability, AAR has strengthened its Airbus proprietary component repair services, covering flight control surfaces including rudders, flaps and sharklets, at its authorised single-source service centre in Chonburi, Thailand. Its expanded tooling portfolio also allows the company to undertake repairs on both A320neo and A320ceo aircraft, further extending the scope of its service offering. Over the past decade, AAR and Airbus have developed a strong and increasingly integrated partnership in the Asia-Pacific region, centred on the delivery of high-quality component maintenance and repair services. Since the establishment of AAR's authorised service capability, both companies have worked closely to support the growing A320 family fleet operating across the region, ensuring consistent technical standards and improved turnaround times for airlines. The collaboration has focused on expanding OEM-aligned repair solutions, with Airbus providing technical expertise, engineering data and approval frameworks, while AAR has invested in infrastructure, tooling and workforce capability. This alignment has enabled the development of a reliable single-source support model for key Airbus components, particularly in high-demand areas such as flight control surfaces. Over time, the partnership has evolved in step with Airbus programme developments, including the introduction of A320neo technology. The relationship continues to emphasise efficiency, safety and lifecycle support, reinforcing both companies' commitment to long-term fleet sustainability in a rapidly growing market.

Otto and F/LIST shape future Phantom 3500 jet cabin

Otto Aerospace has joined forces with Austrian interior specialist F/LIST to create the cabin for its Phantom 3500, a next-generation business jet designed to dramatically cut fuel consumption while redefining the passenger experience. The clean-sheet aircraft is being developed around advanced laminar-flow



The Phantom 3500 is currently in development, with first flight targeted for 2027 and entry into service planned for 2030 © Otto Aerospace

aerodynamics and precision-built carbon-fibre composites, enabling a claimed 61% reduction in fuel burn compared with current super-midsize business jets. Under the partnership, F/LIST will oversee the development and production of the Phantom 3500's interior furniture and cabin linings. Unlike conventional aircraft programmes, where suppliers are typically engaged after key design decisions are made, Otto has brought F/LIST into the process from the outset. The companies will jointly define cabin requirements during the earliest engineering stages, allowing the interior to be fully integrated into the aircraft's architecture rather than adapted later. Otto Aerospace says this collaborative approach opens the door to significant efficiency gains. By designing the cabin alongside the aircraft's structure and systems, engineers can reduce weight, optimise space and create a more cohesive passenger environment. Olivier Capistran, Principal Engineer for Interiors, Furnishings and Equipment at Otto Aerospace, said the Phantom's clean-sheet design removes the limitations imposed by legacy layouts, enabling the cabin experience to reflect the aircraft's broader focus on performance and efficiency. F/LIST will also bring its expertise in advanced composite construction and sustainable material development to the programme. Through its in-house innovation centre, F/LAB, the company plans to explore bespoke concepts and bio-based materials tailored specifically for the Phantom 3500. Anita Gradwohl, Group Director Customer Relations & Sales at F/LIST, said the collaboration offers an opportunity to shape the interiors of future aircraft while balancing structural, aesthetic and environmental requirements. A central feature of the Phantom 3500 cabin will be Otto's proprietary Super-Natural Vision™ technology. Developed internally, the system replaces traditional windows with ultra-wide digital passenger displays designed to provide glare-free, colour-enhanced panoramic views. Otto says the technology will be lighter, quieter, safer and more energy efficient than conventional aircraft windows currently on the market. The Phantom 3500 remains in development, with a first flight targeted for 2027 and entry into service planned for 2030.

AJW opens new hub in Sofia, Bulgaria



Ribbon-cutting ceremony to celebrate the opening of AJW's new hub in Sofia, Bulgaria

© AJW Group

AJW Group (AJW) has officially opened a new office in Sofia, Bulgaria, strengthening its European network and expanding its presence in Southeast Europe. The new facility becomes AJW's first dedicated regional hub in Southeast Europe and is designed to enhance customer support, accelerate business development and expand technical operations across the region. The office will operate as a full-service hub, supporting airline customers with operational services, technical expertise and commercial activities. The expansion reflects AJW's long-term commitment to the growing aviation market in Southeast Europe and its strategy to capitalise on Bulgaria's strong reputation for engineering expertise, technical innovation and highly skilled professionals. AJW said the Sofia office will play a key role in supporting regional growth, enabling the company to respond more quickly to customer requirements while strengthening relationships with airlines and aviation partners across the market.

Chief Executive Officer Clyde Buntrock said the investment demonstrates AJW's confidence in Bulgaria's market potential and reinforces the company's commitment to building a stronger regional presence. He added that Bulgaria has become a recognised centre for innovation and technical talent, making Sofia an ideal location for AJW to access skilled professionals while delivering more responsive support to its growing customer base across Southeast Europe.

MRO & PRODUCTION NEWS

Horizon advances dual-use certification for Cavorite X7 aircraft



Cavorite X7 hybrid-electric VTOL aircraft

© Horizon Aircraft

Horizon Aircraft has advanced the dual-use certification pathway for its hybrid-electric Cavorite X7 VTOL aircraft through its ongoing partnership with Cert Center Canada (3C), Canada's only independent flight test and certification design approval organisation approved by Transport Canada. Horizon said the Cavorite X7 has been designed from the outset for both civilian and military applications, recognising growing demand for high-speed, lower-noise VTOL aircraft capable of supporting a wide range of commercial and defence missions. By working closely with 3C during the early design stages, Horizon has integrated dual-use certification requirements directly into the aircraft's development programme. The collaboration draws on 3C's experience across both military and civilian aviation projects. 3C founder Dr John Maris said dual-use certification requires compliance with both military and civilian standards, alongside specialised testing for military operational environments. He added that Horizon had carefully designed the Cavorite X7 to meet these requirements and said 3C was proud to support the project from its earliest stages through to future commercial and military development. The development comes as Canada increases its focus on national security and domestic aerospace capability under its Defence Industrial Strategy launched in February 2026, which prioritises the procurement of Canadian-built aircraft and technologies.

New Horizon Aircraft has advanced the dual-use certification pathway for its hybrid-electric Cavorite X7 VTOL aircraft through its ongoing partnership with Cert Center Canada (3C), Canada's only independent flight test and certification design approval organisation approved by Transport Canada. Horizon said the Cavorite X7 has been designed from the outset for both civilian and military applications, recognising growing demand for high-speed, lower-noise VTOL aircraft capable of supporting a wide range of commercial and defence missions. By working closely with 3C during the early design stages, Horizon has integrated dual-use certification requirements directly into the aircraft's development programme. The collaboration draws on 3C's experience across both military and civilian aviation projects. 3C founder Dr John Maris said dual-use certification requires compliance with both military and civilian standards, alongside specialised testing for

FINANCIAL NEWS

Ryanair posts record €2.26bn profit

Ryanair Holdings has reported record full-year profits for FY26, with pre-exceptional profit after tax rising 40% to €2.26 billion, driven by higher fares and continued revenue growth. Group revenue increased 11% to €15.54 billion as passenger traffic grew four per cent and average fares recovered by ten per cent following the previous year's decline. Scheduled revenue rose to €10.56 billion, while ancillary revenue climbed six per cent to €4.99 billion, equivalent to €24 per passenger. Operating costs increased six per cent to €13.09 billion, although costs per passenger rose by just one per cent. Ryanair also confirmed that all 210 Boeing 737-8200 "Gamechanger" aircraft have now been delivered. The airline included an exceptional €85 million provision linked to an Italian competition fine issued in December 2025, although the company said it expects the ruling to be overturned on appeal. Ryanair warned that instability in the Middle East and uncertainty surrounding the Strait of Hormuz have pushed jet fuel prices above US\$150 per barrel. However, the carrier said its fuel hedging strategy, with 80% of FY27 fuel hedged at around US\$67 per barrel, will help protect earnings and strengthen its cost advantage over competitors. The group also highlighted its strong balance sheet, supported by a BBB+ credit rating and an unencumbered fleet of 620 Boeing 737 aircraft. At the end of March, Ryanair held gross cash of €3.6 billion and net cash of €2.1 billion, positioning the airline to repay its remaining €1.2 billion bond and become effectively debt free. (€1.00 = US\$1.16 at time of publication).

Asia Digital Engineering secures US\$100m expansion funding



ADE has secured US\$100m financing from QNB Group

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Asia Digital Engineering (ADE), the MRO arm of Capital A, has secured a US\$100 million financing facility from QNB Group to support its continued expansion and capacity growth. The funding will help ADE strengthen its position as one of Asia's fastest-growing MRO providers, enabling it to scale operations, serve a growing portfolio of airline customers and continue supporting anchor customer AirAsia Group. ADE Chief Executive Mahesh Kumar said the financing reflects confidence in the company's financial performance, operational discipline and growth strategy. He noted that ADE has completed more than 300 C-checks in five years and said the investment would boost capacity and support rising demand for efficient, high-quality maintenance services. Capital A CEO Tony Fernandes described the deal as a milestone for ADE, highlighting its evolution from AirAsia's in-house engineering unit into a rapidly expanding aviation services business serving global airlines, including Air France. He said the financing positions the company to become a major regional player in the MRO sector.

FINANCIAL NEWS

Norse revenue soars in first quarter

Norse Atlantic ASA (Norse) has reported a strong start to 2026, posting a 66% year-on-year rise in first-quarter revenue to US\$160 million as demand for direct long-haul travel continued to grow. The airline said performance was driven by robust commercial momentum, record unit revenue and a 99% load factor, supported by strong customer demand, its onboard product and operational improvements. Norse also achieved a positive EBITDAR of US\$5.8 million during the quarter — traditionally the weakest period for airlines — which the company described as a significant milestone. Central to the improved results was Norse’s dual business model combining scheduled passenger operations with ACMI and charter services. The airline said its own network moved closer to profitability, with unit revenue increasing 34% year-on-year and unit costs falling by 5%, helped by route optimisation and capacity adjustments. At the same time, the ACMI and charter division generated US\$16 million in EBITDAR and now accounts for around half of the fleet under long-term contracts.



Norse Atlantic Airways Boeing 787-9 Dreamliner

© AirTeamImages

Norse said this provides greater earnings stability while reducing exposure to volatile fuel prices. The airline warned, however, that escalating conflict in the Middle East from late February triggered a sharp increase in fuel prices and disrupted global travel patterns. In response, Norse rapidly redeployed capacity, including adding services between London Gatwick and Bangkok, while continuing to focus on point-to-point long-haul routes rather than traditional hub connections. Norse said its Boeing 787 Dreamliner fleet offers a structural advantage through fuel consumption around 25% lower than older long-haul aircraft types. Improvements in operational reliability and punctuality have also begun to deliver positive results. Following the quarter, the airline launched a fully underwritten US\$110 million rights issue aimed at strengthening liquidity and resilience during the current high-fuel-cost environment. Norse is also accelerating its Project Falcon restructuring programme, which is expected to simplify operations and reduce annual costs by up to US\$50 million. In addition, the company confirmed it has appointed an international investment bank to conduct a strategic review in response to interest from potential partners. Options under consideration include a merger, partnership or potential sale of the business.

MILITARY AND DEFENCE

Embraer and HAI deepen defence partnership



Embraer and HAI have signed an MoU to strengthen their strategic cooperation in aerospace and defence

© Embraer

Embraer has signed a memorandum of understanding (MoU) with Hellenic Aerospace Industry (HAI) to expand their strategic cooperation in aerospace and defence. The agreement, signed by Embraer Defence & Security Vice President of Contracts Fabio Caparica and HAI Executive Chairman Alexandros Diakopoulos, aims to strengthen support capabilities for the Hellenic Air Force’s future C-390 fleet while boosting Greece’s domestic aerospace industry. Under the partnership, HAI will develop maintenance and support capabilities for the C-390 programme in Greece, helping to deliver greater operational autonomy for the Hellenic Air Force and long-term industrial value for the country. Diakopoulos said the agreement reinforces the company’s position as a trusted European aerospace partner, while Caparica highlighted the companies’ longstanding relationship and

praised HAI’s expertise and quality standards. The C-390 Millennium represents the next generation of military airlift with multi-mission capability and interoperability built by design. It redefines the standards of versatility, reliability and operational efficiency, while consistent demonstrating its advanced military airlift capabilities.

MILITARY AND DEFENCE

GE secures UK Apache engine support contract

GE Aerospace has secured a three-year contract from Boeing Defence UK to continue supporting the T700-GE-T701D engines powering the British Army's Apache AH-64E helicopter fleet. Under the Performance Based Logistics agreement, GE Aerospace will provide an on-site Field Service Representative at Wattisham Flying Station in Suffolk, alongside logistics management, technical support and material services for the fleet. The contract also covers repair and maintenance work for engines and line-replaceable units, which will be carried out by StandardAero at its facility in Gosport, Hampshire. Paul Ferraro, Vice President and

General Manager of Defense Engines & Services at GE Aerospace, said the agreement builds on the company's longstanding relationship with Boeing Defence and strengthens regional support capabilities for the UK Apache fleet, helping to maintain operational readiness and aircraft availability. The T700 engine family has accumulated more than 100 million flight hours over the past four decades, with more than 25,000 engines produced. The engines power military platforms in 50 countries and support missions including transport, medical evacuation, air rescue, special operations and maritime patrol.

OTHER NEWS



Etihad opens the Silk Road with new Uzbekistan Airways codeshare

© Etihad Airways

Etihad Airways and **Uzbekistan Airways** have signed a new codeshare agreement aimed at strengthening links between Abu Dhabi and Central Asia while expanding travel options across Uzbekistan and beyond. The partnership came into effect on May 15, 2026, with the first codeshare flights available for travel from August 9, 2026. Under the agreement, Etihad passengers will be able to book seamless onward connections from Tashkent to eight destinations across Uzbekistan, including Samarkand, Bukhara, Urgench and Fergana, alongside selected international services operated by Uzbekistan Airways. In return, Uzbekistan Airways customers will gain easier access to Abu Dhabi through Etihad's new daily service to Tashkent launching this summer. The two airlines are also working on a frequent flyer partnership between Etihad Guest and UzAirPlus, which will expand loyalty benefits and reward opportunities for members of both programmes. The agreement reflects growing demand for travel to Uzbekistan, one of Central Asia's fastest-growing tourism markets, known for its Silk Road heritage, historic cities and cultural landmarks. It also strengthens connectivity between Abu Dhabi and Tashkent, the region's largest city and an increasingly important economic and cultural hub.

The **Federal Aviation Administration (FAA)** is investing US\$26 million to support the development of the next generation of aviation professionals, strengthening the workforce pipeline across the aerospace industry. The funding will support a range of initiatives designed to address growing demand for skilled workers, including pilots, mechanics, technicians, and drone operators. The investment will be directed towards aviation training programmes aimed at equipping future pilots with technical skills, alongside apprenticeships and internships that provide practical, hands-on experience. Additional funding will support student outreach initiatives intended to boost recruitment into aviation careers, while modern training technologies such as flight simulators will also play a key role in preparing future aviation professionals. US Transportation Secretary Sean P. Duffy said the investment reflects rising demand across the aviation sector as more Americans continue to travel by air. "More Americans are flying today than ever before," Duffy said. "At USDOT, we are investing in our aviation workforce to meet growing demand while maintaining the highest standards of safety." He added that the strength of the US aviation system relies heavily on a well-trained workforce supported by modern tools and practical experience. "We have the safest airspace in the world thanks to our commitment to equipping our talented workforce with the tools and experience they need to take flight," he said. FAA Administrator Bryan Bedford said the funding would help secure the long-term future of the aviation industry by supporting education and training pathways for emerging talent. "More Americans are taking to the skies and demand for skilled aviation workers continues to grow," Bedford said. "These new funding opportunities support education and training programmes that help build a strong pipeline of talent and invest in the future of America's aviation workforce." The investment forms part of wider efforts to ensure the aviation sector can meet increasing operational demand while maintaining safety, technical expertise, and workforce resilience across the industry.



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OTHER NEWS



A CFM56-7b engine stand has been delivered to Johannesburg

© Chapman Freeborn

Chapman Freeborn, the global air charter specialist and part of **Avia Solutions Group**, has completed the time-sensitive delivery of a CFM56-7B engine stand to Johannesburg in partnership with EngineStands.com, the global engine stand leasing provider. The shipment, completed at the end of April, involved the transportation of a CFM56-7B engine stand owned by EngineStands.com from storage to the customer's designated location in Johannesburg. With the equipment required onsite within a tight timeframe, the project called for a fast and dependable logistics solution. Chapman Freeborn coordinated the shipment, securing suitable cargo capacity to ensure the engine stand arrived on schedule. EngineStands.com supplied the specialist equipment, while Chapman Freeborn managed the air cargo operation. The project highlights how companies within Avia Solutions Group can combine specialist aviation assets and cargo expertise to respond quickly and efficiently to customer requirements.

H.I.G. Capital, the global alternative investment firm managing US\$75 billion in assets, has completed the acquisition of **International Aerospace Coatings (IAC)**, strengthening its presence in the aviation services sector. Headquartered in Irvine, California, and Shannon, Ireland, IAC is widely recognised as a leading provider of aircraft painting solutions for original equipment manufacturers (OEMs), major airlines, operators, and maintenance, repair and overhaul (MRO) providers. Through its **Eirtech Aviation Services (EAS)** division, the company also delivers engineering and advanced asset management services. IAC has built a strong reputation across the aviation industry for high-quality workmanship, dependable delivery schedules, and consistent operational performance, making it a trusted long-term partner for customers worldwide. Martin O'Connell, Chief Executive Officer of IAC, welcomed the deal and said the partnership with H.I.G. would support the company's next phase of growth. He noted that increasing demand for premium aircraft painting services is creating significant expansion opportunities for the business. "With H.I.G.'s experience and resources, we plan to expand our geographic footprint, invest in additional hangar capacity, and selectively pursue add-on acquisitions," O'Connell said. H.I.G. executives also highlighted IAC's strong market position and future growth potential. Doug Berman, co-President at H.I.G., said the company's established reputation for quality, reliability, and customer service made it an attractive investment. "We are pleased to partner with IAC and believe the company is well positioned to continue gaining share as airlines, OEMs, lessors, and operators prioritise quality, turnaround time, and consistency," Berman said.



H.I.G. Capital has completed the acquisition of International Aerospace Coatings (IAC)
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Hawaiian Airlines has introduced a new fleet of electric ground support equipment at Honolulu International Airport
© Alaska Airlines

Hawaiian Airlines has introduced a new fleet of electric ground support equipment at **Honolulu International Airport**, replacing 116 diesel and propane-powered vehicles as part of a major sustainability drive. The new lithium battery-powered fleet includes baggage tractors, belt loaders and aircraft pushback tractors, and now accounts for 73% of the airline's ground support equipment at its Honolulu hub. The move is expected to eliminate fossil fuel consumption linked to those operations while significantly reducing greenhouse gas emissions, engine noise, fumes and fuel spills. The airline said the investment will also lower maintenance costs and improve operational efficiency, while creating a safer and more comfortable working environment for ramp personnel. Hawaiian's ground teams handle more than 8,500 checked bags each day and support around 180 daily arrivals and departures at Honolulu. To support the transition, the Hawai'i Department of Transportation (HDOT) has installed 30 charging stations with 60 charging ports across multiple locations at the airport. A further four charging stations, providing eight additional ports, are currently under construction and are scheduled to enter service in the fourth quarter of 2026. State officials described the project as an important step towards improving Hawai'i's long-term energy security and advancing its wider clean energy ambitions. HDOT is also providing Hawaiian Airlines and other carriers operating electric ground equipment with complimentary access to the charging infrastructure for two years. The initiative forms part of Hawai'i's broader US\$7 billion airport modernisation programme, which includes major investment in electrical infrastructure and cleaner energy solutions aimed at improving airport efficiency and reducing overall energy costs. Hawaiian Airlines said the introduction of electric ground equipment underlines its commitment to more sustainable airport operations while supporting the state's environmental and energy goals.

INDUSTRY PEOPLE



Jérémie Papin

• Thales has appointed **Jérémie Papin** as Senior Executive Vice-President, Finance and Information Systems, effective from July 1, 2026. He will succeed **Pascal Bouchiat**,

who is set to retire after serving in the role. Papin will join the Thales Executive Committee and report directly to Chairman and Chief Executive **Patrice Caine**. Papin joins from Nissan Motor Co., where he served as Chief Financial Officer and Executive Officer, overseeing finance, management control, mergers and acquisitions, tax, treasury, investor relations and information systems. He was also appointed to Nissan Americas' Management Committee in 2021, having previously held the position of CFO for the region since 2018. Before joining Nissan, Papin held a number of senior roles within Renault and the Renault-Nissan Alliance, focusing on business development, planning and strategy. He began his career in investment banking in 1999 as a financial analyst covering the European automotive sector at Deutsche Bank before moving to Lehman Brothers and Nomura.



Christoffer Creutz

• AJW Middle East has appointed **Christoffer Creutz** as Chief Commercial Officer (CCO), strengthening its commercial leadership as the business continues to expand across the

region. Creutz joins the company at a pivotal stage in its growth. AJW Middle East leverages established vendor supply chain partnerships and extensive access to global inventory to deliver cost savings and operational efficiency for customers throughout the Middle East. The appointment supports the company's continued expansion in spare parts trading, asset leasing, teardown management and inventory optimisation services. With more than 25 years' experience in senior aviation leadership roles, Creutz brings extensive expertise across MRO, parts trading and asset management. He began his career with Lufthansa Technik, gaining an early foundation in large-scale aftermarket support, before joining Inflight The Jet Centre as Managing Director. During his tenure, the business was one of Europe's largest

independent authorised Embraer service centres, where he led its line, base and component maintenance operations. Creutz later founded and successfully exited his own aviation venture before moving into senior commercial and CEO-level positions within international MRO and asset management businesses. His responsibilities have included P&L leadership across the Middle East, Asia and the Americas. His track record combines broad cross-sector aviation experience with entrepreneurial agility and a proven ability to drive revenue growth, operational transformation and international market expansion.



Jean-Christophe Gallagher

• Ontic has appointed **Jean-Christophe (JC) Gallagher** as its new Chief Executive Officer as the aerospace specialist continues a period of sustained international growth across the civil and military aviation sectors.

Gallagher succeeds **Gareth Hall**, who has led Ontic for more than a decade and overseen a major expansion of the business during his tenure. Hall will move into the role of Executive Chairman, where he will continue to shape the company's long-term strategic direction and maintain key industry and customer relationships. The leadership transition comes as Ontic scales its global operations and expands its portfolio to meet rising customer demand. The company, which specialises in sustaining and advancing aircraft systems throughout their operational life, said its core mission of supporting "a lifetime of flight" remains central to its strategy. Gallagher joins Ontic after a 20-year career with Bombardier, where he most recently served as executive vice president of Aircraft Sales and Defense. During his time at the Canadian aerospace manufacturer, he built a strong reputation for driving commercial performance, managing large-scale organisational growth and fostering collaborative corporate cultures. Ontic believes his experience across both commercial and defence aviation markets will strengthen the company's leadership team as it continues to grow internationally and support increasingly complex customer requirements. The handover process will take place gradually over the coming months, with Hall and Gallagher working closely together to ensure continuity across the organisation and maintain momentum during the

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transition period. Ontic said the arrangement is designed to provide uninterrupted support for customers and partners while reinforcing its long-term commitment to fleet availability and operational longevity. Under Hall's leadership, Ontic significantly expanded its footprint and strengthened its position as a leading supplier of critical aircraft parts and support solutions for ageing and in-service fleets. The company now aims to build on that momentum through further operational scaling, portfolio growth and enhanced customer support capabilities. Gallagher's appointment marks the next phase in Ontic's development strategy as the company positions itself to meet growing demand across the global aerospace market while continuing to focus on reliability, lifecycle support and long-term fleet sustainment.

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 / Lease				

(1) CFM56-5B4/P	Now - Sale	BBAM	Steve Zissis	info@bbam.com	+1 787 665 7040
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(1) CFM56-7B26	Now - Lease				
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(1) CFM56-7B26/3	Now - Lease				
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(4) CFM56-5B6/P	Now - Sale				
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(3) CFM56-5B5/P	Now - Sale				
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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
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(1) LEAP-1B27					
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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.				
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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



THE AIRCRAFT AND ENGINE MARKETPLACE

Aircraft and Engine Parts, Components and Misc. Equipment

Description	Company	Contact	Email	Phone
(2) GTC331-200ER, (2) GTC131-9A, (1) GTC131-9B (1) A321 Enhanced Landing Gear 2020 OH	Setna IO	David Chaimovitz	david@setnaio.com	+1-312-549-4459
(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	
(3) 131-9A, (9) 131-9B (Max compliant) (1) 331-500, (1) PW901, (1) 131-9B	GA Telesis		apu@gatelesis.com	+1-954-849-3509
Engine stands: CF6-80C2, CFM56-5A/B/C, PW4000			stands@gatelesis.com	+1-954-676-3111
(2) APU GTC131-9B Engine stands now available	Willis Lease	Gavin Connolly	gconnolly@willislease.com	+44 1656 765 256

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