

Weekly Aviation Headline News

“easyJet has ‘looked cheap’ for some time.
Note by Deutsche Bank analyst Jaime Rowbotham”



easyJet Acquisition in Crosshairs of US Investment Firm Castlelake

Potential purchase viewed with scepticism owing to numerous hurdles and share price gained only 10% on news

European low-cost carrier easyJet has failed to boost its market capitalisation since the COVID-19 pandemic and as a consequence its low value, together with its assets and airport slots makes it an attractive proposition, calling the current interest shown by US investment firm Castlelake as “opportunistic”. “Few people can resist a bargain,” said Chris Beauchamp, chief market analyst at trading platform IG. In particular, easyJet’s share value has underperformed against its nearest rival and Europe’s largest low-cost carrier, Ryanair. “easyJet has ‘looked cheap’ for some time,” Deutsche Bank analyst Jaime Rowbotham wrote in a note, adding that possible attractions could be its airline fleet, room to boost margins and efficiency, and the airport slots it commands. It is certainly a challenging time for interest to be shown as easyJet has already warned that profitability is likely to be hit hard by soaring fuel costs as a result of problems directly related to the three-month-old Iran War, though it has no direct exposure in relation to flights in the region.

According to Reuters news agency, a successful holiday business and an efficient Airbus fleet have bolstered results, despite the airline’s struggle to grow passenger numbers from its position between low-cost and traditional rivals like British Airways operator AIG. Bank of America analysts said Castlelake’s strategic plan was unclear, but the airline’s fleet could be of interest. They estimated a takeover at a price of £6.50 per easyJet share. EasyJet has drawn deal speculation for years with slots at airport hubs in London, Paris and Geneva making it an interesting takeover target for larger players looking to expand their footprint, despite competition challenges to any deal. One of the first problems Castlelake would face is the EU ownership restrictions which require a majority EU/UK ownership. There is, of course, a possibility that Castlelake is looking at easyJet simply as a bundle of assets - orderbook assets, aircraft assets and airport landing slot assets. It is currently believed that easyJet has 290 firm orders with Airbus for A320neo- and A321neo-family air-

craft. Of course, while Castlelake is primarily a lender to the airline industry rather than an owner, it may have identified a way to exploit the discount-to-book-value via, say, not taking delivery of some of the aircraft, though one would assume that the same option is available to easyJet in standalone form. Of course, one mustn’t forget that the founder of easyJet, Sir Stelios Haji-Ioannou and his family still hold a substantial 15% stake in the airline and as owner of easyGroup, Sir Stelios licenses the name easyJet to the airline. Barclays analyst Andrew Lobbenberg cautioned that demand in the short-haul leisure market in Europe has been significantly affected by the conflict and said easyJet’s fairly low margins mean tough external factors hit profits quite hard. Lobbenberg added that while easyJet is Europe’s worst-performing airline stock this year, its assets including its fleet, slots and holiday business, were undervalued. He estimated them to be worth over £11 per share. (£1.00 = US\$1.34 at time of publication).



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AIRCRAFT & ENGINE NEWS

Titan Aviation Leasing sells Boeing 767-300ERF to CAM

Titan Aviation Leasing (Titan), an Atlas Air Worldwide company, and Bain Capital have sold a Boeing 767-300ERF to Cargo Aircraft Management (CAM), a subsidiary of Air Transport Services Group (ATSG). The transaction demonstrates Titan’s proactive approach to managing and optimising its aircraft portfolio, while supporting the changing fleet requirements of leading cargo operators and leasing platforms worldwide. “This sale demonstrates our disciplined approach to portfolio management and our ability to successfully monetize high-quality assets through transactions with established industry participants such as CAM,” said Eamonn Forbes, Senior Vice President and Chief Commercial Officer of Titan Asset Management Ireland. “We continue to see strong demand for the Boeing 767 freighter platform as operators seek proven, reliable aircraft that can support a wide range of cargo missions,” said Andy Lawrence, President of Cargo Aircraft Management. “This acquisition maintains our position as the world’s leading cargo leasing business while we continue to support the evolving needs of the global air cargo market.” The Boeing 767-300ERF remains one of the most versatile and widely deployed freighter aircraft in the global air cargo sector, valued for its operational reliability, payload capabilities and efficiency on regional and medium-haul routes. The aircraft continues to play a vital role in supporting e-commerce growth, express parcel networks and general freight operations across key markets. For Titan, the transaction further reflects its commitment to generating value through active asset management while maintaining strong relationships with airlines, lessors and investors across the aviation industry.



B767-300 converted freighter

© Boeing

Brazil’s Azul adds additional A330neos



Rendering of A330-900 in Azul livery

© Airbus

Brazil’s Azul Linhas Aéreas (Azul) has confirmed an order for four additional Airbus A330-900 aircraft, reinforcing the A330neo as the backbone of its future long-haul fleet. The order was previously listed as undisclosed and takes the airline’s A330neo backlog to 11 aircraft. Passengers travelling on Azul’s A330neo aircraft will continue to benefit from Airbus’ airspace cabin, which is designed to improve the long-haul travel experience. The interior offers a spacious layout, more personal space, larger overhead bins and customisable ambient lighting. The cabin also features latest-generation high-speed connectivity and advanced in-flight entertainment systems. Azul began operations in 2008 and has since built a network serving more than 137 destinations across Brazil. The airline also operates non-stop services to the United States, Europe and South America. In 2019, Azul took delivery of the first A330neo in the Americas, enabling it to benefit from full commonality with its existing A330ceo fleet. The A330neo has become an efficient long-haul aircraft for Azul, combining strong operating economics with an upgraded passenger experience. Powered by latest-generation Rolls-Royce Trent 7000 engines, the A330-900 can fly up to 7,200 nautical miles, or 13,300 kilometres, non-stop. Airbus has sold more than 1,300 aircraft in Latin America and the Caribbean and holds a leading share of the region’s in-service passenger aircraft market. More than 900 Airbus aircraft are currently operating across the region, while the manufacturer’s backlog represents around 70% of the region’s future fleet.

Bell delivers new 407GX to Texas DPS

Bell Textron has delivered a new Bell 407GX helicopter to the Texas Department of Public Safety (DPS), following the purchase announcement made at Verticon earlier this year. Celebrating 75 years at its Fort Worth, Texas headquarters, Bell continues to support public safety operators worldwide. The new Bell 407GX will join the department’s Bell 412EP and wider mixed fleet, adding advanced technology and multi-mission capability. “The addition of this aircraft to the DPS fleet will enhance our ability to protect and serve Texas while broadening the support we provide to partner agencies across the state,” said Stacy Holland, Chief of the Aircraft Operations Division. “This strengthened aviation capability gives DPS greater flexibility to deliver critical aerial support and maintain situational awareness during emergencies, law enforcement operations and major public safety events.” Texas DPS launched its helicopter operations in 1967 with two Bell 47G-5 helicopters, the first Bell model manufactured in Texas. The aircraft played a key role in search and rescue missions, manhunts and statewide public safety operations. The fleet expanded in 1969 with the addition of three Bell 206 Jet Rangers and two Bell 47G-4As. Over the following decades, Texas DPS continued to operate several Bell platforms, including the Bell 206B, Bell 206L and, more recently, the Bell 412EP.



Representatives from Texas DPS and Bell Textron with the new Bell 407GX helicopter © Bell Textron

AIRCRAFT & ENGINE NEWS

AerFin strengthens worldwide A320neo support

AerFin has reached a significant milestone in its A320neo programme, surpassing 9,000 removed components following the teardown of eight aircraft in France and the Philippines. The high-demand material has now been strategically positioned across the company's global warehousing network to support customers throughout EMEA, APAC and the Americas. The achievement marks the next stage in the programme's development, reflecting its growing scale and maturity. Inventory is already available in Newport, Gatwick, Singapore and Miami, enabling operators, lessors and asset owners to access quality-assured components closer to their operations. AerFin's global distribution strategy is focused on delivering material quickly, reliably and efficiently. Each A320neo teardown has generated between 1,200 and 1,400 serviceable components, including a range of major assets now available for sale or exchange. Alongside structural assemblies, nacelles, APUs and landing gear, demand remains strong for rotables and consumables across the network. By positioning inventory in multiple regions, AerFin is helping customers reduce lead times, improve parts availability and maintain operational continuity. The programme continues to gather momentum, with additional A320neo aircraft now entering onboarding and disassembly. These acquisitions will further strengthen AerFin's inventory pipeline and expand the availability of sought-after material. The company is also offering a growing portfolio of fresh-from-shop PW1000 GTF engines for lease or sale, providing airlines and asset owners with flexible engine solutions. As the global A320neo fleet continues to expand and OEM supply chain constraints persist, AerFin believes its approach offers a practical way for customers to secure reliable material support. Through aircraft teardowns, circular economy initiatives and coordinated logistics, the company is returning valuable components to the market quickly and efficiently. To further enhance regional support, AerFin continues to invest in its global infrastructure, including its partnership with B&H Worldwide in Singapore and expanding inventory availability in Miami. Every component is backed by the company's technical expertise and rigorous quality assurance processes, helping customers minimise downtime, manage costs and maintain fleet reliability. With additional material continuing to enter stock, AerFin's A320neo inventory is positioned to support both immediate operational needs and long-term fleet strategies.



AerFin has surpassed 9,000 removed components following the teardown of eight A320neos in France and the Philippines © AerFin

AerFin

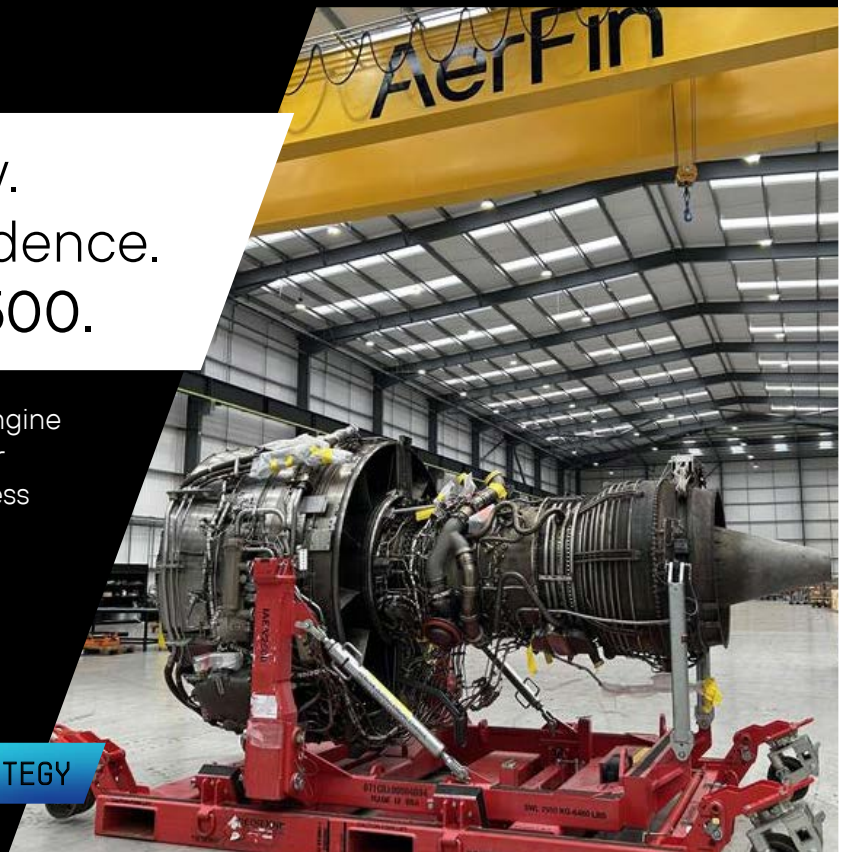
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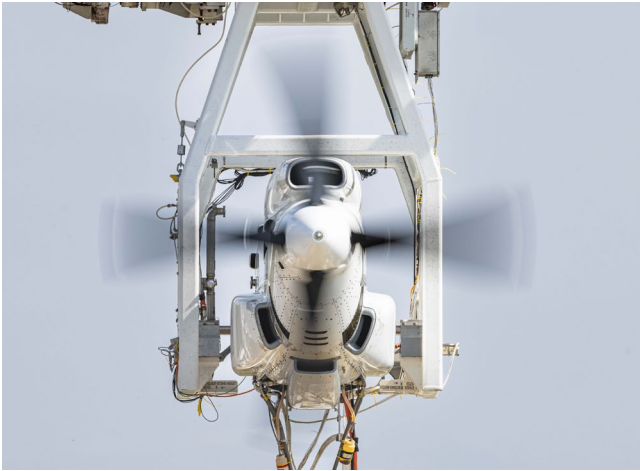
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AIRCRAFT & ENGINE NEWS

GE completes hybrid-electric engine test



GE Aerospace has completed testing of a megawatt-class hybrid-electric engine system © GE Aerospace

of GE Aerospace’s wider effort to mature a commercial-grade hybrid-electric engine system. The milestone follows more than a decade of testing and refining individual components and modules. “The ground test is a major turning point in our understanding of hybrid-electric powertrains for aviation and a fundamental building block for the future,” Hegeman said. A hybrid-electric engine system combines an electric powertrain with a conventional gas turbine, enabling more efficient power management across different phases of flight. The technology is also compatible with several fuel types and advanced aircraft engine architectures, including Open Fan.

GE Aerospace has completed testing of a megawatt-class hybrid-electric engine system developed under NASA’s Electrified Powertrain Flight Demonstration (EPFD) project, clearing the way for future flight tests. The ground test marked the company’s first validation of the full integrated system. It brought together GE Aerospace-developed motor-generators, power converters and inverters, controllers, Dowty propellers, Avio Aero gearboxes and a CT7 engine. BAE Systems supplied the batteries, while Boeing subsidiary Aurora Flight Sciences provided the complete nacelle. “Step by step, we’re proving hybrid-electric engine technology for next-generation commercial aircraft,” said Arjan Hegeman, Vice President for Future of Flight at GE Aerospace. “This latest ground test of a complete hybrid-electric powertrain positions GE Aerospace to have the technologies ready to meet customer needs for greater durability, efficiency and range in future propulsion systems.” Testing took place at GE Aerospace’s Peebles Test Operation in Ohio, where teams simulated key flight phases, including taxi, take-off, climb and cruise. During the campaign, the electric powertrain helped drive the propeller and generated power for the battery. The test used flightworthy components designed to meet higher safety and reliability standards than typical test hardware. This forms part

First flight for Qantas’ Sunrise A350

Qantas’ first Airbus A350-1000ULR for Project Sunrise has completed its maiden test flight, marking a major milestone ahead of the launch of the airline’s non-stop services from Australia’s east coast to London and New York. Operated by two Airbus test pilots, three flight test engineers and one ground test engineer, the ultra-long-range aircraft took off from Toulouse on June 2 and flew for three hours and 43 minutes over France and the country’s Atlantic coastline. The flight focused on validating the aircraft’s core systems, including its specialised fuel system. This features an additional 20,000-litre rear centre fuel tank, enabling future commercial flights of up to 22 hours non-stop. The successful first flight launches a two-month testing programme, during which the aircraft will complete around 80 flight hours and undergo extensive ground checks. The campaign will also certify new and redesigned components that support ultra-long-haul operations. Among the systems being tested is a new galley air-cooling solution equipped with lighter, more efficient refrigeration units. The technology is expected to be introduced across future Airbus A350 aircraft. Meanwhile, a second Project Sunrise aircraft is advancing through Airbus’ final assembly line. The aircraft is currently being fitted with its four-class cabin interior and painted in Qantas livery ahead of delivery in April next year. Qantas is expected to announce the first Project Sunrise route and the timing of its inaugural commercial services later this month.



The first Airbus A350-1000ULR for ‘Project Sunrise’ takes to the skies

© Airbus

Azorra expands E2 commitment with order of 15 jets



Azorra has placed an order for 15 additional E195-E2 aircraft © Embraer

Embraer and Azorra have signed a new agreement for 15 additional E195-E2 aircraft, along with purchase rights for a further 15 jets, deepening the long-standing partnership between the two companies. The latest order increases Azorra’s firm commitment for the E2 family from 39 to 54 aircraft, highlighting continued confidence in the market for fuel-efficient small narrowbody aircraft. It is the third expansion of Azorra’s original E2 order, which was first placed in December 2021. The deal also marks a significant milestone for Embraer, taking total orders for the E2 programme beyond 500 aircraft. Since entering commercial service, the E2 family has gained strong momentum, with more than 200 aircraft now operating worldwide for 24 airline customers. Airlines have adopted the aircraft to better match capacity with demand, improve fuel efficiency and enhance passenger comfort. John Evans, Chief Executive Officer of Azorra, said the company’s continued investment reflects growing demand from airlines for aircraft that combine operational flexibility with strong economic performance.

AIRCRAFT & ENGINE NEWS

Azorra delivers first ATR to JSX



Azorra has delivered the first ATR 42-600 to new customer JSX

© Azorra

Azorra has delivered the first of two ATR 42-600 aircraft to Dallas-based public charter carrier JSX, marking the start of a new customer relationship and further strengthening Azorra’s presence in the North American market. The ATR 42-600’s performance capabilities will allow JSX to extend its public charter network to thousands of additional airports across the United States, including many that are not served by major airline networks. Jeff Simmons, Chief Financial Officer at JSX, said: “We are looking forward to expanding ATR 42-600 operations as demand for our public charter service continues to grow. Balancing customer experience with fuel efficiency is more important than ever, and we appreciate Azorra’s support as JSX helps shape the future of regional air travel.”

Trent XWB-84 EP engine beats fuel targets

Rolls-Royce has marked a major achievement for its Trent XWB-84 Enhanced Performance (EP) engine, which has delivered almost twice the expected fuel savings during its first year of airline service. The first Trent XWB-84 EP entered service in May 2025 as part of Rolls-Royce’s £1 billion (US\$1.35 billion) investment programme for its Trent engine family. While the engine was certified with an expected one per cent reduction in fuel burn and a two-decibel noise reduction compared with the standard Trent XWB-84, operational data has exceeded expectations. Performance figures from the first 34 engines in service with three major operators show an average fuel consumption reduction of 1.8%, significantly outperforming the original target. The improved efficiency is estimated to generate annual fuel savings of around US\$450,000 per aircraft. For an airline operating a fleet of 20 Airbus A350-900s, this could translate into savings of approximately US\$9 million per year. The Trent XWB-84 EP is also approaching 100,000 flying hours within its first year of operation, highlighting both its reliability and contribution to improved operational efficiency and sustainability. Singapore Airlines, a long-standing Rolls-Royce customer, has relied on the Trent XWB-84 for the past decade to power its Airbus A350-900 fleet across medium-haul, long-haul and ultra-long-haul routes. Rolls-Royce continues to manufacture both the standard and Enhanced Performance versions of the Trent XWB-84, allowing airlines to choose the configuration that best suits their operational requirements. However, the EP variant is rapidly establishing a new benchmark for fuel efficiency within the wide-body aircraft engine market.



The Trent XWB-84 EP significantly outperforms on in-service fuel savings

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AIRCRAFT & ENGINE NEWS

Norwegian buys leased Boeing 737-800

Norwegian has agreed to purchase a Boeing 737-800 aircraft currently on lease to the airline, marking another step in its fleet ownership strategy. The transaction is intended to strengthen Norwegian’s future fleet position, improve financial flexibility and increase aircraft ownership in support of long-term operational and strategic growth. It is also expected to reduce overall ownership costs. The deal is expected to close in the second quarter of 2026, subject to customary closing conditions. Norwegian has already secured long-term financing for the aircraft purchase. Once completed, the airline expects to record a one-off gain of approximately NOK 85 million. The gain reflects the aircraft pricing achieved by Norwegian and the related reduction in existing lease liabilities. In addition, the transaction is expected to deliver recurring annual cost savings of around NOK 10 million, net of financing costs. The purchase follows Norwegian’s acquisition of 13 Boeing 737-800 aircraft in 2025. The airline has also completed long-term financing for those earlier transactions on attractive terms. (US\$1.00 = NEK9.25 at time of publication).



Boeing 737-800

© Norwegian

Jetstream delivers Saab freighter to Pascan Aviation



Saab 340B(F) freighter in Pascan Aviation livery

© Jetstream

Jetstream Aviation Capital (Jetstream) has delivered a Saab 340B(F) freighter to Montreal-based Pascan Aviation, further strengthening the carrier’s cargo fleet and supporting its expanding operations across eastern Canada. The aircraft, serial number 340B-185, was delivered on May 31, 2026 and becomes the second Saab 340B(F) cargo aircraft operated by Pascan since Transport Canada approved the Taby Air Maintenance Saab 340B(F) cargo conversion programme in December 2024. The delivery is the tenth aircraft under a multi-aircraft Saab 340 agreement between Jetstream and Pascan. The aircraft will support Pascan’s growing scheduled cargo services on behalf of a global logistics integrator, while also being available for ad hoc charter operations. Founded in 1999, Pascan Aviation operates under Transport Canada Parts 703, 704 and 705 regulations. The airline flies a fleet of Saab 340 and British Aerospace Jetstream 32 turboprop aircraft across passenger and cargo networks throughout Canada.

Jetstream Aviation Capital (Jetstream) has delivered a Saab 340B(F) freighter to Montreal-based Pascan Aviation, further strengthening the carrier’s cargo fleet and supporting its expanding operations across eastern Canada. The aircraft, serial number 340B-185, was delivered on May 31, 2026 and becomes the second Saab 340B(F) cargo aircraft operated by Pascan since Transport Canada approved the Taby Air Maintenance Saab 340B(F) cargo conversion programme in December 2024. The delivery is the tenth aircraft under a multi-aircraft Saab 340 agreement between Jetstream and Pascan. The aircraft will support Pascan’s growing scheduled cargo services on behalf of a global logistics integrator, while also being available

MRO & PRODUCTION NEWS

Textron boosts flight test capacity

Textron Aviation has completed a major expansion of its flight test hangar at the company’s East Wichita Campus, strengthening its ability to support growing global demand for the Cessna SkyCourier and ongoing development programmes across its turboprop aircraft portfolio. The 57,000-square-foot extension adds six new hangar bays to the north side of the facility, significantly increasing capacity for flight test operations. The investment comes as activity continues to ramp up for the twin-engine Cessna SkyCourier, which is attracting increasing interest from commercial passenger, cargo and special mission operators worldwide. The expanded facility will also support continued flight testing and entry-into-service work for the Beechcraft Denali. According to Textron Aviation, the additional capacity will enable flight test teams to work more efficiently by streamlining aircraft preparation, data collection and evaluation processes. This is expected to be particularly valuable as the SkyCourier takes on a broader range of missions and testing requirements. The SkyCourier has been designed as a versatile utility aircraft, capable of serving passenger, freight and specialist operational needs through a range of configurations. Its role is also expanding into defence and special mission markets, highlighted by the programme’s first military order. Recent enhancements, including the introduction of an in-flight operable door option, have further increased the aircraft’s flexibility and suitability for diverse operational environments. Textron said the expansion reflects its commitment to supporting customer demand while maintaining the resources needed to advance aircraft development programmes. The investment is expected to strengthen the company’s ability to support both current production requirements and future growth across its turboprop product line.



Cessna SkyCourier

© Textron

MRO & PRODUCTION NEWS

Vietjet and Thailand partner on U-Tapao MRO hub



The agreement was signed during Vietnamese leader To Lam's (far left) official visit to Thailand, in the presence of senior leaders from both countries © Vietjet

Vietjet and the Eastern Economic Corridor Office (EECO) of Thailand have signed an agreement to develop an aircraft maintenance, repair and overhaul (MRO) centre at U-Tapao International Airport. The signing took place during Vietnamese leader To Lam's official visit to Thailand, in the presence of senior leaders from both countries. The new facility will support Vietjet's operations by enhancing technical capabilities, improving fleet readiness and reducing aircraft maintenance turnaround times. The project will also encourage investment in aviation infrastructure, technology transfer, workforce training and stronger regional air connectivity. The partnership aligns with Thailand's strategy to develop its aviation sector as a driver of economic growth, tourism and regional integration. Located within Thailand's Eastern Economic Corridor (EEC), U-Tapao is being transformed into a major aviation and logistics hub, combining aircraft engineering, maintenance and high-tech services. The project represents a significant step forward in Vietnam-Thailand economic cooperation and reinforces Vietjet's growing role in the regional aviation supply chain. Thailand remains a key market for Vietjet through

Vietjet Thailand, which employs nearly 1,500 staff and operates 22 aircraft. Vietjet Group has also committed to transferring 50 Boeing 737-8 aircraft to the airline, supporting further growth in Thailand and the wider region. Since launch, Vietjet Thailand has carried 50 million passengers, helping to boost tourism, trade and connectivity across ASEAN and the Asia-Pacific region.

Collins officially opens expanded Poland landing gear hub

Collins Aerospace (Collins) has officially opened a major expansion of its manufacturing facility in Tajęcina, Poland, reinforcing its commitment to growing aerospace production capacity in the country. The US\$69 million investment has increased the site's footprint to 22,000 m² and will boost landing gear system production capacity by nearly 25% for both commercial and defence aircraft programmes. The expanded facility is expected to create around 190 new jobs this year, strengthening Collins' manufacturing workforce in the region. The company says the investment supports long-term growth while enhancing its ability to meet rising global demand for advanced landing gear systems. According to



Collins Aerospace's Tajęcina, Poland, facility with employees

© RTX

Matt Maurer, Vice President and General Manager of Landing Systems at Collins, the project represents a significant investment in both local talent and the wider Polish aerospace sector. Building on operations established in 2012, the expansion is designed to accelerate production growth and improve the company's ability to deliver critical landing gear solutions to customers worldwide. The Tajęcina site, together with Collins' facility in nearby Krosno, manufactures and supports a range of landing gear assemblies, including main, nose and wing landing gear systems. These products are engineered to improve aircraft performance while reducing maintenance requirements for operators. The announcement comes as RTX, Collins' parent company, continues to expand its industrial presence in Poland. Earlier this year, Pratt & Whitney, another RTX business, revealed plans to invest US\$100 million in its Rzeszów facility. The project will focus on increasing production of key engine components, including compressor and turbine discs, to support growing demand for GTF™, F135 and F100 engines. Once operational in 2028, the expansion is expected to increase output by 30%. Poland has become RTX's largest international employment and investment market outside the United States. The company employs more than 9,400 people across its Collins, Pratt & Whitney and Raytheon operations and has maintained a presence in the country for over five decades. RTX currently operates nine major engineering, manufacturing, maintenance and research facilities across Poland, supporting both commercial aviation and defence programmes.

MRO & PRODUCTION NEWS

Magnetic MRO broadens P&W engine support for A320neo operators

Magnetic MRO has expanded its Pratt & Whitney (P&W) maintenance approval, enabling the company to support a wider range of PW1000G-series engines used on Airbus A320neo-family aircraft. The move strengthens the company's position in the European maintenance market and increases its ability to serve airlines operating increasingly diverse and complex fleets. The extended certification allows Magnetic MRO to provide maintenance services for a broader segment of A320neo operators, particularly carriers with mixed-engine fleets. By widening its approved scope, the company can offer airlines a more comprehensive range of services through a single maintenance provider, helping to simplify fleet management, improve maintenance planning and reduce administrative complexity. The PW1000G engine family has become one of the most widely used powerplants across Europe's A320neo fleet. As operators continue to seek greater flexibility and efficiency, access to broad maintenance capabilities has become a key consideration when selecting MRO partners. The latest approval extension positions Magnetic MRO to meet this growing demand while supporting airlines in maintaining high levels of operational reliability. Marko Männiste, Managing Director of Magnetic MRO, said the expanded capability allows the company to support a significant and growing portion of the regional fleet. He noted that customers will benefit from access to a wider range of maintenance services from a single provider, helping to streamline fleet support and reduce operational challenges.

Liebherr and Loong Air sign maintenance agreement for heat transfer equipment



Liebherr-Aerospace will provide major repair and re-coring services for the heat transfer equipment on Loong Air's A320ceo/neo fleet © AirTeamImages

Liebherr-Aerospace (Liebherr) and Loong Air have entered into a long-term partnership under which Liebherr-Aerospace will provide major repair and re-coring services for heat transfer equipment across the airline's Airbus A320ceo and A320neo fleet. The re-coring work, including complete matrix replacement, will be performed at Liebherr's Shanghai Pudong facility in China, the company's dedicated service centre for Chinese customers. "This contract with Loong Air marks a milestone for our re-core activities in China and opens the door to strong future opportunities," said Eric Thévenot, General Manager, Customer Services & MRO, Liebherr China. "Together with our skilled service team in Shanghai, we are enhancing regional support while delivering Liebherr-Aerospace quality through a REACH-compliant coating process that helps airline customers prepare for future environmental requirements." Under the agreement, Loong Air will oversee cleaning, minor repairs and testing procedures, helping to maintain the highest standards of quality and reliability for its heat transfer equipment. As the original equipment manufacturer (OEM), Liebherr will support the airline with technical expertise, access to technical publications, training and spare parts to facilitate maintenance operations. Liebherr recently expanded its maintenance, repair and overhaul (MRO) capabilities in Shanghai to meet rising demand for advanced maintenance solutions across the region. Located within the company's 20,000 m² regional headquarters, the facility offers a range of certified MRO services, including testing and re-coring of aircraft heat transfer equipment.

TAT secures US\$45m in new MRO deals



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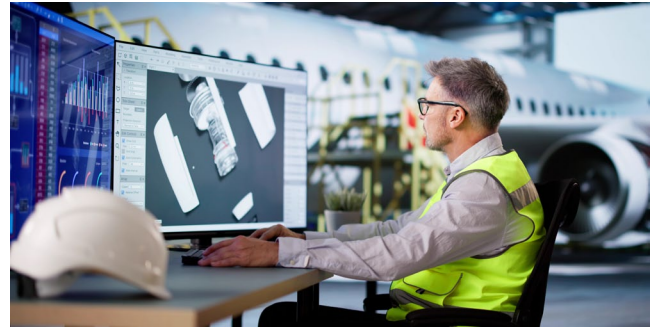
TAT Technologies (TAT) has secured several new long-term MRO agreements with international passenger and cargo airlines, representing an estimated combined value of approximately US\$45 million. The contracts span periods of five to ten years. The newly awarded agreements cover support for auxiliary power unit (APU) platforms under TAT's OEM authorisation, as well as MRO services for heat exchangers. The company believes the contracts further strengthen its position in the global commercial aviation aftermarket and reflect sustained demand for its APU and thermal management capabilities. TAT also announced the sale of its minority interest in an unconsolidated entity. As a result of the transaction, the company expects to record a one-off pre-tax gain of approximately US\$4 million in the second quarter of 2026. "These new long-term contracts mark another important milestone in our global sales efforts," said Igal Zamir, President and Chief Executive Officer of TAT Technologies. "We continue to see strong demand across our MRO operations, supported by healthy order activity and growing engagement from both existing and new airline customers worldwide. These agreements enhance our revenue visibility and

order backlog while expanding our presence across key international airline programmes. We believe the continued momentum across the business positions TAT to deliver revenue growth and EBITDA expansion throughout 2026 and beyond."

FINANCIAL NEWS

ATC expands MRO footprint with ACI acquisition

Air Transport Components (ATC) has strengthened its MRO capabilities through the acquisition of Aero Controls (ACI), an FAA-certified specialist in precision-engineered aircraft component repairs. Based in Seattle and operating from three locations, ACI has supported the commercial aviation sector for more than four decades. The acquisition expands ATC Group’s geographic presence in the Pacific Northwest while adding specialist engineering expertise and proprietary repair capabilities to its growing platform. ACI’s services cover a range of highly technical aircraft systems, including avionics, electromechanical components, pneumatics, transmissions, hydraulics and emergency equipment. The company will continue operating as a business unit within ATC Group, with its existing management team remaining in place to support continuity and future growth. ATC said the deal enhances its ability to offer comprehensive component MRO services to airline customers while creating new opportunities to cross-sell services across the combined customer base. Chief Executive Jimmy Newman described ACI’s engineering expertise and industry relationships as a strong complement to ATC’s existing capabilities, adding that the acquisition strengthens the company’s position as a one-stop shop for major airlines. ACI Founder John Titus said joining ATC Group would accelerate growth opportunities while enabling the business to continue delivering high-quality repair solutions to customers. The transaction marks ATC Group’s second acquisition since partnering with private equity firm AE Industrial Partners in June 2025, following the earlier acquisition of PAS MRO. AE Industrial Partners said the deal supports its strategy of building a leading component MRO platform with broader capabilities, expanded market reach and a stronger customer offering. XLCS Partners acted as the exclusive M&A adviser to ACI.



Air Transport Components has acquired ACI, an FAA-certified specialist in precision-engineered aircraft component repairs © Shutterstock

ACC Aviation backs emerging-market finance deals

ACC Aviation has completed two independent aviation due diligence and credit assessment mandates, supporting major aviation financing initiatives in emerging markets. The assignments underline ACC Aviation’s growing ability to support lenders, lessors, investors and financial institutions with independent technical, commercial and credit-focused aviation advisory services. The mandates included detailed desktop assessments covering airline business performance, fleet and maintenance risk, aircraft and asset valuation, financing risk, jurisdictional issues, liquidity, business plan review, stress testing and lender-focused risk analysis. Across both assignments, ACC Aviation delivered independent assessments to support financing and investment decisions. The structured reports identified key transaction risks, evaluated asset quality and assessed the long-term sustainability of the aviation businesses and assets involved. As aviation financing transactions become more complex, financial institutions are placing greater weight on independent specialist advice before committing capital. ACC Aviation’s multidisciplinary approach combines technical, commercial, operational and financial expertise, giving stakeholders a clear view of transaction risk.

MILITARY AND DEFENCE

Romania orders two new Spartan C-27J aircraft



Romania’s Ministry of Internal Affairs has ordered two Leonardo C-27J Spartan tactical transport aircraft © Leonardo

Romania’s Ministry of Internal Affairs is strengthening its aerial emergency response capabilities with the acquisition of two Leonardo C-27J Spartan tactical transport aircraft under the SAFE (Security Action for Europe) programme. The investment is designed to enhance the country’s ability to respond to emergencies, complex crises, civil protection operations and humanitarian missions both domestically and across Europe. The aircraft will be operated by the General Inspectorate of Aviation, which falls under the Ministry of Internal Affairs and is coordinated by the Department for Emergency Situations. They will play a key role in supporting national and international emergency management efforts, enabling the rapid deployment of personnel, equipment and humanitarian assistance to areas affected by natural disasters, public emergencies and other critical situations. The addition of the two C-27Js will significantly expand the ministry’s air mobility capabilities. Equipped with rapidly installable roll-on/roll-off mission kits, the aircraft will be capable of undertaking a broad range of operations beyond conventional cargo and personnel transport.

These include medical evacuation missions, the safe transport of critically ill, injured or infectious patients, aerial firefighting, and long-range search and rescue operations over both land and sea. The order increases Romania’s total Spartan fleet to nine aircraft and takes the global C-27J programme to 102 aircraft ordered by 22 operators across 19 countries. The contract also includes mission-specific equipment, training, logistics support and infrastructure development. Delivery of the first aircraft is expected in 2029. Notably, these will be the first Next Generation C-27Js delivered to Romania. They will complement the existing Spartan fleet operated by the Romanian Air Force, which has been in service since 2010. Over the past 15 years, the fleet has accumulated more than 30,000 flight hours and completed around 28,000 missions, including tactical transport, medical evacuation, firefighting and training operations. The aircraft have played an important role in supporting Romania and allied nations during major emergencies, including the COVID-19 pandemic and the growing number of severe wildfires across Europe. The new-generation aircraft will retain full interoperability with Romania’s existing Spartans while introducing upgraded avionics, enhanced communications systems and aerodynamic improvements. These enhancements are expected to improve efficiency, operational flexibility and overall mission performance, ensuring the aircraft can meet the evolving demands of modern emergency response and humanitarian operations.

MILITARY AND DEFENCE

Saab unveils Brazil's first Gripen F jet

On June 2, Saab unveiled the first Gripen F fighter aircraft destined for the Brazilian Air Force during a rollout ceremony held at the company's facilities in Linköping, Sweden. The Gripen F is the two-seat variant of the Gripen E and has been developed to meet the training and operational requirements of modern air forces. Combining advanced conversion training with full combat capability, the aircraft enables both roles to be carried out on a single platform. As the launch customer, Brazil played a key role in the co-development of the Gripen F, contributing to the aircraft's design while strengthening long-term industrial cooperation with Saab. Through a comprehensive technology transfer programme, hundreds of Brazilian engineers and technicians have received specialised training, helping to enhance the country's aerospace design and development expertise. "The rollout of Gripen F represents a shared achievement between Saab, Brazilian industry and the Brazilian Air Force, reflecting the deep trust we have built together over many years," said Lars Tossman, Head of Saab's Aeronautics business area. "Developing this aircraft together demonstrates the maturity of this collaboration. It delivers not only a highly capable fighter for the Brazilian Air Force, but also a tangible result of sustained joint development and shared ambition." Designed to meet the demands of a rapidly evolving security environment, the Gripen F offers the same advanced performance, sensors and architecture as the single-seat Gripen E. The addition of a fully independent second cockpit allows instructors to accompany trainee pilots on operational missions, providing realistic training conditions while maintaining full combat capability. The dual-seat configuration is expected to accelerate pilot conversion and mission preparation compared with traditional training methods. It also enhances operational effectiveness in complex environments by enabling workload sharing and improved mission management between crew members. Before entering service with the Brazilian Air Force, the aircraft will be transferred to Saab's Flight Test Centre in Sweden, where it will undergo a dedicated flight test campaign ahead of final delivery.



Gripen F fighter jet

© Saab

INFORMATION TECHNOLOGY

Aer Lingus adopts AI maintenance platform



Aer Lingus and AISmartPlan have signed a new commercial agreement © IAG

International Airlines Group (IAG) has announced a new commercial agreement between Aer Lingus and AISmartPlan, an AI-powered aircraft maintenance planning platform, following a successful collaboration through the IAGi Accelerator programme. AISmartPlan joined IAG's flagship accelerator in 2025, working alongside Aer Lingus to trial its technology in a live airline environment. The platform replaces traditional manual maintenance production planning with an intelligent, automated system that consolidates key operational data, including flight schedules, aircraft availability and workforce constraints, to create optimised maintenance plans. By automatically assigning the right engineers to the right aircraft at the right time, the platform helps streamline planning processes. Its intuitive drag-and-drop visualisation tools also allow teams to quickly understand, adjust and manage maintenance schedules. Within just three months, AISmartPlan evolved its technology from a proof of concept into a fully functioning solution. The platform is now being deployed within Aer Lingus' maintenance production planning operations. Throughout the accelerator programme, Aer Lingus teams worked closely with the start-up to refine the platform's visual planning capabilities, automation features and user experience. The collaboration resulted in a solution specifically tailored to the requirements of aviation maintenance operations. Following the successful trial, AISmartPlan has signed a multi-year commercial agreement with Aer Lingus, with the potential for future deployment across other airlines within the IAG group. "Our goal has always been to fully automate maintenance planning and make complex plans instantly visible and actionable," said Nicolas Grondin, Founder of AISmartPlan. "The IAGi Accelerator gave us an incredible opportunity that early-stage companies rarely receive – direct operational engagement with an airline willing to test, challenge and co-create the solution with us. Aer Lingus' feedback directly shaped the product and validated its suitability for the aviation market."

OTHER NEWS

Honeywell has revealed the new brand identities for its automation and aerospace businesses as it prepares to separate into two independent, publicly traded companies on June 29, 2026. The move marks a major milestone in the company's transformation and follows the planned spin-off of its aerospace division. The automation business will operate as **Honeywell Technologies** and continue trading on the Nasdaq under the ticker symbol **HON**. Positioned as a leader in the industrial sector's shift from automation to autonomy, the company will offer a broad portfolio of mission-critical technologies, software and solutions designed to improve productivity, operational performance and growth for customers worldwide. Meanwhile, the aerospace business will become **Honeywell Aerospace**, trading independently on the Nasdaq under the ticker **HONA**. The company will be one of the world's largest pure-play aerospace suppliers, with established strengths in advanced technologies and systems. It will focus on shaping the future of aviation through innovations in electrification, autonomous flight and next-generation aerospace solutions. With Honeywell's brand currently valued at an estimated US\$18 billion, both companies will build on a heritage of more than 140 years of innovation while developing distinct identities aligned with their respective strategies and growth ambitions. Announcing the new branding, Chairman and Chief Executive Officer Vimal Kapur described the move as a defining moment in the company's evolution. He said the new identities honour Honeywell's long-standing legacy while reflecting the focused vision and strategic direction that will guide Honeywell Technologies and Honeywell Aerospace as standalone businesses. The rebranding signals the beginning of a new chapter for both companies, enabling each to pursue its own growth opportunities while continuing to build on Honeywell's reputation for technological innovation and industry leadership.



Honeywell has unveiled its two new brand identities © Honeywell

OTHER NEWS

The **International Air Transport Association (IATA)** has reported a decline in global passenger demand for April 2026, as the ongoing conflict in the Middle East continued to disrupt international air travel and push up operating costs. Total passenger demand, measured in revenue passenger kilometres (RPK), fell 3.4% compared with April 2025. Excluding the Middle East, however, demand rose by 1.2%. Capacity, measured in available seat kilometres (ASK), declined by 2.9% year-on-year, while the global load factor slipped 0.4 percentage points to 83.1%. International traffic dropped 5.3% year-on-year, although demand increased 1.9% when Middle Eastern markets were excluded. Capacity fell by 5.1%, while the international load factor eased by 0.2 percentage points to 83.9%. Domestic markets were broadly unchanged from a year earlier. Capacity increased by 0.8%, but the load factor declined by 0.7 percentage points to 81.9%. “The 46.6% fall in demand for carriers in the Middle East due to war in the region was so acute that it dragged overall demand down 3.4%,” said Willie Walsh, IATA’s Director General. “The situation for air transport remains highly volatile. The cost of jet fuel more than doubled in April, which is pushing airfares up. Forward schedule data is showing a reduced offering in the coming months, indicating that airlines are balancing high fuel costs and weaker demand.” International traffic performance varied significantly by region. Asia-Pacific airlines recorded a 3.0% increase in demand, while capacity rose by 0.7%. The region achieved a record April load factor of 87.5%, up 1.9 percentage points year-on-year, despite a slowdown on the Japan–China corridor linked to continuing political tensions. European carriers posted a 0.9% rise in demand, supported by a 15.3% increase in direct traffic between Europe and Asia as passengers shifted away from routes transiting through the Middle East. Capacity grew by 0.3%, lifting the load factor to 84.9%. North American airlines reported flat demand compared with April 2025. Capacity declined by 1.1%, helping raise the load factor by 0.9 percentage points to 83.9%. Middle Eastern carriers remained the hardest hit, with demand plunging 48.1% year-on-year. Capacity fell by 38.4%, while the load factor dropped 13.1 percentage points to 70.1%. Although traffic continued to suffer from the impact of the Iran conflict, the pace of decline eased slightly following the implementation of a fragile ceasefire. Latin American airlines delivered the strongest regional performance, with demand rising 8.9% and capacity increasing 7.2%. The load factor improved by 1.4 percentage points to 84.6%. African carriers recorded a 2.2% increase in demand, supported by a 1.2% rise in capacity. The region’s load factor reached 77.9%, up 0.7 percentage points from a year earlier. Across domestic markets, growth in Brazil, China and Japan offset weaker performances in Australia, India and the United States. Load factors declined in most major domestic markets, although China and Japan were notable exceptions. In Japan, capacity has now contracted for eight consecutive months.

APRIL 2026 (% YEAR-ON-YEAR)	WORLD SHARE ¹	RPK	ASK	PLF(%-PT) ²	PLF(LEVEL) ³
Total Market	100%	-3.4%	-2.9%	-0.4	83.1%
Africa	2.2%	2.8%	2.0%	0.6	77.7%
Asia Pacific	34.4%	1.7%	0.7%	0.9	85.1%
Europe	26.7%	0.8%	0.4%	0.4	85.4%
Latin America and the Caribbean	5.4%	5.0%	4.3%	0.5	82.9%
Middle East	9.5%	-46.6%	-37.2%	-12.5	70.6%
North America	21.8%	-0.3%	0.3%	-0.5	81.5%

Air Passenger Market in Detail

© IATA



Freebird Airlines Airbus A320

© Freebird Airlines

The **Board of Airline Representatives in Germany (BARIG)** has welcomed Türkiye-based **Freebird Airlines** as its newest member. Marking 25 years of operations in 2026, Freebird Airlines serves more than 120 destinations alongside its Malta-registered sister carrier, Freebird Airlines Europe. The group operates flights from 16 German airports to popular leisure destinations such as Antalya, Crete and Fuerteventura, using a fleet of 14 Airbus A320 aircraft. “By welcoming Freebird Airlines, BARIG is adding another leisure-focused carrier with a strong commitment to the German market,” said Michael Hoppe, BARIG Chairman and Executive Director. “Germany remains a resilient travel market, but it is also facing mounting pressure from high government-imposed operating costs. Together with our member airlines and industry partners, we continue to advocate for better framework conditions to support aviation.” Freebird Airlines is part of Gözen Holding, a diversified aviation group with more than 40 years of industry experience. Its activities span a wide range of aviation services, including GSA operations, security, refuelling and flight training. “Germany is one of our key source markets,” said Selim Tükenmez,

Managing Director of Freebird Airlines. “We have maintained a strong presence here since our foundation and have developed extensive expertise over the years. Today, that experience enables us to remain competitive across both charter and scheduled operations. BARIG provides a valuable platform for discussing industry challenges and gaining insights that are highly relevant to our business.” Through its BARIG membership, Freebird Airlines joins a network of airlines working together to address industry issues and strengthen the aviation sector in Germany.

INDUSTRY PEOPLE



Diederik Pen

• WestJet has disclosed the planned retirement of **Diederik Pen**, Executive Vice-President and Chief Operating Officer of WestJet Group, and President of WestJet Airlines. His departure is expected no

later than the first quarter of 2027, subject to the appointment and onboarding of his successor. Until then, Pen will continue to oversee the airline and lead its operational teams. A global search for his successor is currently underway, with Pen actively involved in the selection process and committed to supporting a smooth and seamless leadership transition. Pen joined WestJet in late 2021 and played a key role

in guiding the airline through its post-pandemic recovery, overseeing the safe restart and expansion of operations as travel demand rebounded. He successfully negotiated several significant agreements with labour partners and led major operational and organisational initiatives, including the integration of Swoop and Sunwing Airlines, helping to create a more resilient, efficient and competitive airline. Widely respected

INDUSTRY PEOPLE

across the aviation sector, Pen has also been instrumental in strengthening relationships throughout the industry, both in his capacity as the accountable executive with Transport Canada and through his strong leadership of WestJet's people and teams.



Paul McElhinney
© AE Industrial Partners

- StandardAero's Board of Directors has appointed **Paul McElhinney**, a 35-year aerospace industry veteran and StandardAero's current Lead Independent Director, as Chief Executive Officer (CEO). He will succeed **Russel Ford** who will retire after 13 years leading the company and a 45-year career in the aerospace industry. McElhinney will assume the role of CEO on October 1, 2026. To ensure a smooth transition, Ford will work closely with McElhinney in the coming months and will remain Executive Chairman of StandardAero's Board until December 31, 2026. McElhinney will then take on the role of Chairman from January 1, 2027, while Ford will continue to serve as a member of the Board. Since becoming CEO in 2013, Ford has overseen a period of significant growth and transformation for StandardAero. During his tenure, annual revenue increased from US\$1.6 billion to more than US\$6 billion in 2025. The company also expanded its global presence, broadened its service capabilities, improved profitability and strengthened relationships with operators and original equipment manufacturers worldwide. Ford also led StandardAero through its successful initial public offering in 2024, positioning the company for continued long-term growth. Since listing, StandardAero has delivered strong operational and financial results, including sustained revenue growth, higher earnings and an expanding backlog. McElhinney brings extensive leadership experience across the aerospace and industrial sectors. He currently serves as Senior Operating Partner and co-Head of the Portfolio Strategy and Optimisation Group at AE Industrial Partners and has been a member of StandardAero's Board since 2019. Before joining AE Industrial Partners, McElhinney held several senior leadership roles at General Electric during a 30-year career with the company. He served as President and CEO of GE Power Services, a US\$15 billion power generation aftermarket business, and as President and CEO of GE Aviation Services, where he more than doubled

the division's backlog to over US\$100 billion. He also held General Counsel and Business Development positions at GE Aviation and GE Capital Aviation Services.



Mike Sievert

- Alaska Air Group has appointed **Mike Sievert** to its board of directors. Sievert is the former Chief Executive Officer of T-Mobile and currently serves as vice chairman of the company's board. During his tenure as CEO, Sievert led a period of substantial growth and value creation at T-Mobile. The company's market value increased from approximately US\$60 billion to around US\$260 billion, while it strengthened its position in the US wireless market and improved customer loyalty and satisfaction. Sievert joined T-Mobile in 2012 as Chief Marketing Officer, when the company's market value was below US\$10 billion. Sievert also has strong ties to the Seattle business community, having lived in the region since 2002. He serves on the board of Starbucks and is a licensed pilot with a longstanding passion for aviation. He regularly flies his amphibious seaplane throughout the Pacific Northwest. Before joining T-Mobile, Sievert held senior leadership positions at Microsoft, AT&T, E*TRADE, IBM and Procter & Gamble. He holds a bachelor's degree in economics from the Wharton School at the University of Pennsylvania.



Outgoing CEO Nikolaj Jacobsen (l) and new CEO Mike Humphreys (r)

- TP Aerospace has appointed **Mike Humphreys** as Chief Executive Officer (CEO), effective June 1, 2026. He succeeds **Nikolaj Jacobsen** who has held the role of CEO since 2022. Humphreys joins the executive role after serving as a non-executive director of TP Aerospace, where he played a key role in shaping the company's current strategy. In his new position, he will focus on strengthening commercial execution and supporting the company's next phase of growth. He brings more than 35 years of experience in the commercial aviation aftermarket, having held senior leadership and C-suite positions

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at several industry organisations, including FLS Aerospace, SR Technics and, most recently, Airinmar, where he served as President. **Flemming Jensen**, Chairman of the Board, welcomed the appointment, highlighting Humphreys' extensive leadership experience and proven track record of delivering commercial growth. "I am very pleased that Mike has agreed to take on the role of CEO of TP Aerospace," said Jensen. "He brings significant experience from previous chief executive positions, where he demonstrated a strong focus on commercial execution. We believe these skills will be highly valuable as TP Aerospace builds on the work undertaken to prepare the business for future growth." The appointment marks the next stage in TP Aerospace's development as the company looks to expand its market position and capitalise on new growth opportunities within the aviation sector.

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 Now - Sale	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	
(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
Now - Lease				

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