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Weekly Aviation Headline News

Eurodrone © Airbus

> "The Eurodrone project is very likely to move forward with a slightly different setup."
> *Guillaume Faury, Airbus CEO*

Airbus and Dassault in spat after changes made to Eurodrone programme

Rift centres on a reduced share of work expected for Dassault following a French decision to shelve purchases of the Eurodrone

Dassault Aviation is seeking compensation from Airbus over procurement changes to the delayed Eurodrone programme, three people familiar with the matter said, inflaming tensions after the collapse of their joint fighter jet project as Europe struggles to cooperate on defence. According to Reuters news agency, the previously unreported rift centres on a reduced share of work expected for Dassault following a French decision to shelve purchases of the Eurodrone, a competitor to the U.S. Reaper being developed by France, Germany, Italy and Spain. It is one of three flagship Franco-German defence projects backed by leaders at a 2017 summit and now mired in delays or disagreement, alongside the FCAS fighter halted by Berlin this week and the delayed MGCS battle tank. Paris has not formally left the €7-bilion (US$8.12 billion) Eurodrone programme but its latest defence bill removes funding for purchases of systems up to 2035, citing the arrival of cheaper alternatives more adapted to high intensity warfare. Under Europe's system of economic horse-trading known as "geo return," the suspension of purchases is expected to mean less work allocated to French companies through Dassault. Paris-based Dassault wants to be compensated by project leader Airbus for part of any lost investment, the sources said. Dassault declined comment and referred questions to Airbus. Airbus said it had nothing to add to comments made in April by CEO Guillaume Faury that the Eurodrone project was "very likely to move forward with a slightly different setup," following a change of views by the French defence ministry. France's defence ministry did not immediately respond to a request for comment. Dassault Aviation is in charge of flight control and mission communication systems for Eurodrone - a "Medium Altitude Long Endurance" drone designed to reduce European reliance on U.S. and Israeli technology. The four launch nations have ordered a total of 60 drones. Entry into service has slipped from an original 2025 target. First flight is now set for 2027. In 2019, French senators described the Eurodrone as heavy and expensive, blaming disagreements over specifications. France's air force has voiced interest in a lighter drone called Aarok being developed by French startup Turgis & Gaillard. Relations between Dassault and Airbus - long divided by their contrasting roots in French private and public industry, respectively - have deteriorated sharply this year. Failure to agree on governance of the next stage of FCAS led to the collapse of the core fighter jet project, but unlike FCAS the Eurodrone is in advanced development so the immediate contractual consequences of any divorce are very different. By coming to a head at the same time, the overlapping disputes add fresh tensions to an already acrimonious divorce between two of Europe's critical defence suppliers. A person familiar with the matter said discussions over the two Franco-German programmes involving Dassault and Airbus were separate on paper but "psychologically and politically" linked.


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AIRCRAFT & ENGINE NEWS

Do228 NXT secures first customer

German aircraft manufacturer General Atomics AeroTec Systems (GA-ATS) has secured the first sale of its Do228 NXT, following the successful roll-out and maiden flight of the new-generation aircraft. The launch customer is a non-governmental organisation involved in humanitarian operations, which has chosen to remain anonymous for operational reasons. Designed as a multi-role platform, the Do228 NXT will support a wide range of humanitarian and special mission activities, including search and rescue, medical evacuation, disaster relief, logistics and transport, environmental monitoring, reconnaissance, assessment flights, coordination missions and emergency response support. The aircraft is particularly suited to operations requiring access to remote or challenging locations. Its short take-off and landing capabilities enable it to operate from short or unprepared runways, while its rapid deployment capacity and wide-area coverage support time-critical missions. Combining operational efficiency with dependable performance across diverse environments, the Do228 NXT offers a flexible solution for organisations that require reliable air support where access, speed and mission readiness are essential.

Romania orders H160 and H145 helicopter

Airbus Helicopters has secured a contract from Romania's Ministry of Internal Affairs for 12 multirole helicopters, comprising seven H160s and five H145s, under the European Union's Security Action for Europe (SAFE) initiative. The investment is aimed at strengthening Romania's civil protection, emergency response and public safety capabilities while supporting wider European security and rescue frameworks. The new fleet will be operated by the General Inspectorate of Aviation under the Ministry of Internal Affairs, working in coordination with the Department for Emergency Situations (DSU). The aircraft will support the modernisation of Romania's emergency management, civil protection and law enforcement capabilities. Four H160 helicopters will be assigned to civil protection and disaster relief operations, while the remaining three will undertake public order, aerial surveillance and security missions. The five H145 helicopters will be dedicated to SMURD emergency medical services and mountain rescue operations. They will be used for rapid medical response, specialist patient transfers and complex search-and-rescue missions across the country. The acquisition marks a significant step in the renewal of Romania's aerial emergency services fleet and strengthens its capacity to respond to a wide range of public safety and humanitarian challenges.

Orders and deliveries – Boeing and Airbus

Airbus v Boeing: Orders and Deliveries

May 2026 YTD (net orders)

Airbus			Boeing		
Type	Orders	Deliveries	Type	Orders	Deliveries
A220	160	35	737	152	200
A320 Family	534	198	767	6	11
A330	2	10	777	28	12
A350	66	19	787	109	27
Total	**762**	**262**	**Total**	**295**	**250**

Source: Airbus Source: Boeing

First UK-built Islander nears completion

The first new UK-built Britten-Norman Islander © *Britten-Norman*

Britten-Norman has reached a significant stage in its effort to restore full Islander aircraft production to the UK, with the first aircraft from its reshored manufacturing line now 75% complete at the company's Bembridge facility on the Isle of Wight. The aircraft, destined for the Falkland Islands Government Air Service (FIGAS), will be the first Islander delivered from the new production line. Final assembly is expected to begin in the coming weeks. Meanwhile, a second aircraft has already reached almost 25% completion, while parts for additional aircraft are progressing through production. The Bembridge line represents the return of complete civil Islander manufacturing to Britain. Previously, key assemblies were produced overseas before being shipped to the UK for final assembly. To support the reshoring programme, Britten-Norman has invested heavily in advanced CNC manufacturing equipment and expanded its workforce by more than 40%. Since reaching the halfway stage earlier this year, the aircraft has moved rapidly through production. Major structural milestones include the joining of fuselage sub-assemblies and the fin, successful fuel tank testing, and completion of the 15-metre wing assembly, which has now been attached to the fuselage. The aircraft has since advanced along the production line, with installation of the landing gear, engines, flight controls and remaining onboard systems progressing steadily. Richard Milne, Chief Operating Officer at Britten-Norman, described the achievement as a strong endorsement of the capabilities developed at the Bembridge site. He said the progress demonstrated the company's ability to deliver new British-built Islanders and praised the commitment and workmanship of the production team. Looking beyond the current programme, Britten-Norman has secured letters of intent from operators in both regional passenger transport and special-mission markets. The company is also strengthening aftermarket support and parts availability for the global fleet of Islanders already in service. With one aircraft nearing completion, a second advancing through production and future airframes already in manufacture, Britten-Norman is building momentum towards a sustained UK production rhythm and remains on course to deliver the first newly built British Islander to its customer as planned.


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AIRCRAFT & ENGINE NEWS

Riyadh Air welcomes first Dreamliners

Riyadh Air's first two 787 Dreamliners arrive in Riyadh *© Boeing*

Riyadh Air has taken delivery of its first two Boeing 787 Dreamliners, marking a significant milestone as the Saudi Arabian carrier moves closer to launching commercial operations. The arrival of the airline's first custom-built aircraft represents a major step in the development of both Riyadh Air and Saudi Arabia's broader aviation ambitions. Tony Douglas, Chief Executive Officer of Riyadh Air, described the delivery as a landmark moment for the airline and the Kingdom. "To see our very first custom-built 787 Dreamliner aircraft touch down in Riyadh is a historic moment for us, and a momentous day for Saudi aviation," he said. "Not only are we building an airline, we are opening a new gateway to the world from the heart of the Kingdom. We are absolutely ready and excited to welcome the world to Riyadh." The deliveries support Saudi Arabia's aviation strategy, which aims to attract 150 million visitors and handle 330 million passengers annually by 2030. Riyadh Air is expected to play a central role in achieving those objectives by expanding the Kingdom's global connectivity. The airline plans to operate up to 72 Boeing 787 Dreamliners, which will form the backbone of its regional and long-haul network. The fleet will connect Saudi Arabia with key markets across Europe, Asia, Africa and North America. Riyadh Air intends to serve more than 100 destinations by 2030, with its initial Boeing 787 operations set to include routes to London, Cairo and Jeddah. The aircraft will help establish Riyadh as a major international aviation hub while supporting the Kingdom's wider economic diversification goals.

AIRCRAFT & ENGINE NEWS

Azorra completes 12-aircraft A220 deal with EGYPTAIR

EGYPTAIR Airbus A220 *© Azorra*

Azorra has completed the acquisition of 12 Airbus A220-300 aircraft from EGYPTAIR, marking a key milestone in the carrier's fleet transformation programme. The aircraft were purchased in February 2024 as part of EGYPTAIR's strategic fleet renewal efforts. The twelfth and final aircraft has now been delivered to Breeze Airways. Capt. Ahmed Adel, Chairman and CEO of EGYPTAIR Holding Company, said: "We are pleased to have successfully completed this transaction with Azorra, which formed an important part of our fleet transformation strategy. We appreciate the professionalism and collaboration demonstrated throughout the process and are confident the aircraft will continue to generate strong value in service." Following the delivery of the first aircraft from its order book in May 2024, Azorra now has 28 A220s in service globally, with a further 15 aircraft on order.

AerFin acquires 450th whole asset

AerFin has completed the acquisition of its 450th whole asset, marking a key milestone in the company's growth as a trusted partner in the global aviation aftermarket. The achievement reflects the scale of AerFin's origination and trading activity, alongside its disciplined approach to investing in assets that deliver long-term value. It also highlights the company's continued expansion in technical capability, global reach and portfolio strength. Since its launch, AerFin has developed a diverse portfolio spanning multiple airframe and engine platforms, helping airlines, lessors and MROs access cost-effective material, extend asset life and secure flexible aftermarket support. Simon Goodson, Chief Executive Officer at AerFin, said: "Completing our 450th whole asset acquisition is a strong moment for AerFin. It reflects the confidence the market has in how we operate, how we invest, and how we work alongside our customers to help them find the way ahead. "Every asset we acquire is approached with a clear technical and commercial strategy to maximise value, support fleet availability and deliver practical, reliable solutions in a complex aftermarket. Reaching this milestone is a direct result of the expertise, commitment and progressive mindset of our teams across the business."


CFM56-7B engines *© AerFin*

Do228 NXT makes debut

Roll-out of Do228 NXT *© GA-ATS*

General Atomics AeroTec Systems (GA-ATS) has unveiled the Do228 NXT, the next generation of the iconic Dornier 228, during a roll-out ceremony at its Oberpfaffenhofen facility. The event marked the first public presentation of a newly manufactured German aircraft series in many years, underlining its significance for both the country's aerospace industry and defence sector. Designed for civilian, military and government operators, the Do228 NXT builds on the Dornier 228's long-standing reputation for versatility across passenger transport, cargo operations, maritime surveillance, medical evacuation and disaster response missions. The new aircraft combines proven capabilities with upgraded avionics, a modernised cockpit and cabin, enhanced mission systems and a more efficient supply chain. The aircraft was revealed in a specially created livery featuring blue triangular patterns that symbolise the integration of its key capabilities and aerodynamic performance. Inspired partly by camouflage designs, the livery also reflects the Do228 NXT's strong potential for security, defence and law enforcement missions. "Today is a day that belongs to our team. Every single person at GA-ATS has contributed to make this moment possible - through exceptional craftsmanship, dedication and a shared passion for aviation and our aircraft. The Do228 NXT demonstrator is the result of hard work and continuous improvement. This Roll-Out is not just the debut of a new aircraft - it is proof of what this team is capable of achieving." - Florian Rohe, Managing Director, General Atomics AeroTec Systems GmbH.

AIRCRAFT & ENGINE NEWS

Honeywell delivers first TPE331-12B engines for HAL

The HTT-40 basic trainer aircraft is powered by a TPE331-12B turboprop engine © HAL

Honeywell has delivered the first three TPE331-12B turboprop engines for Hindustan Aeronautics Limited's (HAL) HTT-40 basic trainer aircraft programme. The delivery supports the Indian Air Force's HTT-40 programme and aligns with India's wider efforts to strengthen domestic aerospace manufacturing, assembly and long-term support capabilities. The TPE331-12B engine brings a proven track record to the HTT-40, having accumulated extensive operational experience across military training fleets worldwide, including service with the UK Ministry of Defence's Short Tucano aircraft. Its selection provides the HTT-40 with a reliable propulsion system designed to meet the demands of pilot training operations. Honeywell and HAL have worked together on the TPE331-engine family for decades, including technology transfer agreements covering the manufacture and repair of TPE331-5 engines used on the Do-228 aircraft. The companies have also collaborated on the supply of key components across multiple HAL programmes. The HTT-40, developed indigenously by HAL, is now in production for the Indian Defence Forces and is powered by the TPE331-12B engine. HAL Chairman and Managing Director Ravi K described the deliveries as a significant milestone for the programme and said future engine shipments are expected to remain on schedule. Under the agreement, Honeywell will supply the first 16 engines before HAL begins local assembly and expands in-country repair and overhaul capabilities. More than 80 engines are expected to be delivered over the life of the programme, helping to build India's expertise in engine maintenance and sustainment. The TPE331 remains one of the aviation industry's most established turboprop engine families. Developed for military, regional airline, agricultural and general aviation applications, the range includes 18 engine models and 106 configurations. More than 13,000 engines have been delivered worldwide, accumulating over 122 million flight hours.

IAT Leasing adds WestJet 737s to portfolio

IAT Leasing has acquired two 2009-vintage Boeing 737 aircraft from Dubai Aerospace Enterprise, comprising one 737-800 and one 737-700, both on lease to WestJet. The aircraft were purchased on behalf of funds managed by two existing US investors through a co-investment structure, marking the first use of this model for an aircraft acquisition on the IAT platform. IAT will continue to provide lease administration and asset management services for both aircraft. The deal represents another successful transaction with DAE and brings WestJet, a leading Canadian carrier, back into the IAT-managed portfolio. It also deepens IAT's relationship with its equity partners. Martin Browne, Chief Executive Officer of IAT, said the transaction reflects the platform's focus on acquiring liquid, in-demand narrow-body aircraft leased to strong global airline credits.

WestJet Boeing 737-700 © AirTeamImages

AIRCRAFT & ENGINE NEWS

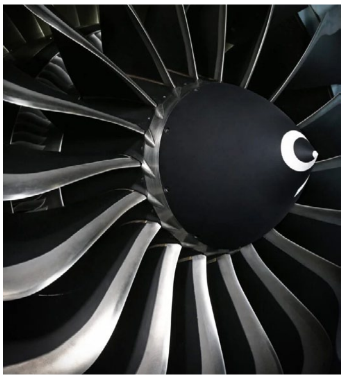
easyJet takes delivery of 100th A320neo-family aircraft

easyJet's 100th A320neo-family aircraft © easyJet

easyJet has added its 100th Airbus A320neo-family aircraft to its fleet, reinforcing its commitment to modernisation and lower-emission operations. The aircraft was handed over in Hamburg, Germany, and joins easyJet's all-Airbus fleet, which now stands at 359 aircraft. The delivery reflects the airline's continued investment in newer, more fuel-efficient technology as part of its long-term decarbonisation strategy. All new A320neo-family aircraft entering the fleet will feature Airbus' latest Airspace cabin, designed to enhance passenger comfort and accessibility. Improvements include upgraded lighting, a refreshed cabin colour scheme and braille indicators on seat row placards to assist visually impaired passengers. Additional features include increased shoulder room, improved cabin lighting, redesigned touchless lavatories and a greater use of repairable and recycled materials. Cabin crew will also benefit from redesigned front and rear galleys with enhanced storage and dual ovens at both ends of the aircraft on A320neo and A321neo models. Future deliveries will also incorporate new fixed LED multi-functional runway lights, replacing nose landing gear lighting to reduce weight and drag while improving reliability and visibility performance. Powered by CFM LEAP-1A engines, the aircraft can currently operate using up to 50% sustainable aviation fuel (SAF), with certification for 100% SAF use expected by 2030. Skywise-enabled digital systems will further support more efficient, data-driven operations across the fleet.

MRO & PRODUCTION NEWS

SIAEC and Safran Aircraft Engines launch joint venture



The joint venture between SIAEC and Safran Aircraft Engines will support LEAP-1A and LEAP-1B engines © CFM International

SIA Engineering Company (SIAEC) and Safran Aircraft Engines (SAE) have signed a joint venture agreement to establish a dedicated CFM LEAP engine MRO facility in Singapore. The new venture will support LEAP-1A and LEAP-1B engines, marking a significant milestone in the partnership following the letter of intent signed in November 2025 to strengthen LEAP engine maintenance capabilities in the region. Under the agreement, Safran Aircraft Engines will hold a 51% stake in the joint venture, while SIAEC will own the remaining 49%. The partnership builds on the companies' existing collaboration, which began in 2019 with a LEAP engine maintenance services agreement. SIAEC currently carries out LEAP engine Quick Turn maintenance for SAE at its Aircraft Engine Services facility in Changi North. These operations will be transferred into the new joint venture, creating the foundation for a state-of-the-art engine MRO facility. The planned expansion will increase engine shop visit capacity and provide a broader range of services for LEAP-1A and LEAP-1B engines, supporting the growing global fleet powered by LEAP engines. SIAEC Chief Commercial Officer Wong Yue Jeen said the venture combines Safran's original equipment manufacturer expertise with SIAEC's established MRO capabilities. He noted that the partnership will strengthen the global LEAP maintenance network while enhancing SIAEC's expertise in servicing next-generation engines to meet rising worldwide demand. Nicolas Potier, Executive Vice President of Support & Services at Safran Aircraft Engines, described the agreement as an important step in expanding the company's global MRO ecosystem. He said the new facility will help address increasing demand for LEAP engine maintenance across the Asia-Pacific region by bringing together the strengths of both organisations. The joint venture is expected to provide airlines with high-quality maintenance support, improved operational reliability and greater access to specialised LEAP engine services as the market for next-generation aircraft engines continues to expand.

GA Telesis expands GE90 repair capability

GA Telesis has expanded its component repair capabilities with new GE90 fuel pump overhaul and testing capacity © GE Aerospace

GA Telesis has completed a major upgrade to its fuel pump test bench infrastructure, extending its component repair capability to cover full overhaul, testing and certification of GE90 jet engine fuel pumps. The investment strengthens the company's aviation maintenance, repair and overhaul offering, adding upgraded test equipment, broader performance-validation capacity and advanced testing procedures. These enhancements are designed to meet the demanding operating requirements of GE90 engine fuel systems. The improved platform enables GA Telesis to provide end-to-end support for fuel pumps used on one of the world's key widebody engine programmes. It also gives airlines and engine MRO providers access to an independent repair option focused on quality, responsiveness and cost control. Pastor Lopez, President of GA Telesis' MRO Services Group, said the investment underlines the company's commitment to deepening its technical expertise and supporting customers with reliable component repair services. He added that the new GE90 fuel pump overhaul and testing capability further reinforces GA Telesis' position as a leading independent MRO provider. The enhanced test bench can verify performance across the full operating range of the GE90 engine fuel pump, ensuring compliance with OEM specifications and industry standards. Customers are expected to benefit from shorter turnaround times, improved component reliability, lower operational risk and access to GA Telesis' established technical expertise.

MRO & PRODUCTION NEWS

Mubea Aviation wins A350 composite contract from Airbus

Mubea Aviation has secured a contract from Airbus Atlantic for the serial production and supply of CFRP composite structural components for the Airbus A350 programme. The award underscores Mubea Aviation's expertise in advanced composite technologies and its ability to deliver lightweight, efficient and reliable structural solutions for the aerospace sector. It also marks a further step in strengthening the company's position as a trusted supplier within the Airbus supply chain. The project was formally launched during a kick-off meeting at Mubea Aviation's facility in Ergene, Türkiye, bringing together the full cross-functional team. The company said the event highlighted the collaboration and commitment that will support the programme's success.

Mubea Aviation has secured a composite contract with Airbus Atlantic
© Mubea Aviation

Collins boosts Asia-Pacific MRO capacity

Collins Aerospace's new Subang MRO facility targets rising demand *© Collins Aerospace*

Collins Aerospace has completed a major expansion of its MRO facility at Subang Aerotech Park in Malaysia, investing US$63 million to establish the site as its principal regional hub for advanced component support. The project increases the company's MRO footprint in Selangor from 46,000 ft² to 164,000 ft², more than tripling the facility's size. The transition to the new site is expected to be completed by the end of the year. "The Asia-Pacific region is a key growth market for the industry, and this investment ensures that we grow alongside our customers," said Irene Makris, President of Power & Controls at Collins Aerospace. "Malaysia offers the right environment for us to scale, and we are planning to double employment opportunities for skilled talent in the region to keep pace with growing demand. The Subang expansion optimises operations and regional support for our customers, providing faster turnaround times and more efficient service." The expansion comes as demand for MRO services across the Asia-Pacific region continues to rise, driven by a fleet that is forecast to double over the next two decades. The upgraded facility will provide advanced MRO support for a range of aircraft components, including air cycle machines, heat exchangers, valves and next-generation starters. Subang will also introduce a range of digital technologies designed to improve productivity and reduce turnaround times. These include digital tier boards, eAndon systems, autonomous mobile robots and real-time location tracking technology. Designed with long-term resilience in mind, the facility incorporates a smart building management system that monitors and optimises energy and resource consumption. Integrated safety systems, scalable infrastructure and newly installed equipment featuring improved ergonomics and lower environmental impact are also aimed at supporting future growth and operational efficiency.

Trelleborg opens aerospace facility in Casablanca

Trelleborg Sealing Solutions Aerospace (Trelleborg) has opened a new 5,000 m² production facility in Casablanca, Morocco, strengthening its capacity to support growing global demand in the aerospace sector. Located in the Midparc Industrial Freezone near Mohammed V International Airport, the site provides a local manufacturing presence for customers while increasing the company's global production capabilities. The investment is expected to create 150 to 200 skilled jobs and further enhance Morocco's position within the global aerospace supply chain. Gordon Roper, President of Trelleborg's Global Aerospace business, said Casablanca has become a major aerospace hub and noted that Trelleborg is the first company in Morocco to manufacture polymer seals for aerospace applications. He highlighted the country's growing role in the global aerospace value chain and the strategic importance of locating within Casablanca's established aerospace ecosystem. The facility also includes an advanced materials laboratory to support testing and development for Trelleborg's global aerospace operations. To develop local talent, the company will partner with the Moroccan Aerospace Training Center (IMA) to provide specialised training and create a pipeline of qualified employees. Trelleborg said the majority of management positions will eventually be held by Moroccan nationals, underlining its long-term commitment to the country.

The new production facility in Casablanca, Morocco *© Trelleborg*

MRO & PRODUCTION NEWS

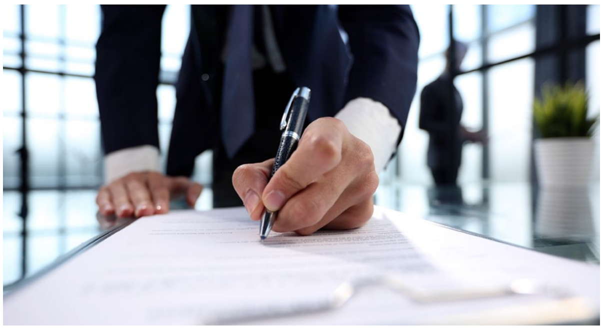
AJW Technique secures SACAA approval

© AJW Technique

AJW Technique, the MRO division of AJW Group, has received Approved Maintenance Organisation (AMO) certification from the South African Civil Aviation Authority (SACAA), strengthening its ability to support operators across the region. The approval authorises AJW Technique to carry out maintenance on civilian aeronautical components regulated by SACAA. Issued under AMO Approval No. 1695, the certification covers Category B and X ratings, including airframe, engine, avionics and electrical components. The achievement marks the latest addition to AJW Technique's growing portfolio of international regulatory approvals. Based in Montreal, the MRO facility continues to expand its global reach through region-specific certifications that enable it to support customers across a wide range of aviation markets. The SACAA approval is expected to enhance service capabilities for South African operators by improving supply chain efficiency, streamlining maintenance support and helping airlines consolidate vendor relationships. With certifications and approvals from Transport Canada Civil Aviation (TCCA), the US Federal Aviation Administration (FAA), the European Union Aviation Safety Agency (EASA), the UK Civil Aviation Authority (CAA), the Civil Aviation Administration of China (CAAC), the Civil Aviation Authority of Nepal (CAAN), the Civil Aviation Authority of Singapore (CAAS), Brazil's ANAC, the Hong Kong Civil Aviation Department (HKCAD), the Japan Civil Aviation Bureau (JCAB) and now SACAA, AJW Technique is well placed to meet the regulatory requirements of airlines operating worldwide.

FINANCIAL NEWS

Bain Capital to acquire majority stake in FDH Aero



FDH Aero has signed a definitive agreement under which Bain Capital will acquire a majority stake in the company © Shutterstock

FDH Aero, a global provider of supply chain solutions for the aerospace and defence sector, has signed a definitive agreement under which Bain Capital Private Equity (Bain Capital) will acquire a majority stake in the company. Audax Private Equity, which has been FDH's majority shareholder since 2017, is expected to remain a significant investor following completion of the transaction. The investment is designed to support FDH's next phase of expansion through continued investment in its capabilities, service offering and international footprint. Growth plans will combine organic development with targeted acquisitions. The company will continue to be led by Chief Executive Officer Ian Walsh and its existing management team. FDH Aero provides supply chain support to aerospace and defence manufacturers and aftermarket customers, specialising in hardware, electrical products, consumables and expendables. With more than six decades of industry experience, the company has built a reputation for reliability, inventory availability and customer service. Today, FDH operates a global network employing more than 1,500 people across 15 countries. Since Audax first invested in 2017, FDH has expanded its presence across five continents and completed 12 acquisitions, broadening both its product portfolio and market reach. The company has also delivered substantial revenue growth during that period. With Bain Capital now joining as the majority investor, FDH expects to build on that momentum, further expanding its global platform and enhancing support for customers operating in increasingly complex aerospace and defence supply chains.

BeauTech expands credit facility to US$1.40bn

BeauTech Power Systems (BeauTech) has amended and extended its revolving credit facility, raising total commitments from US$0.63 billion to US$1.40 billion and pushing maturity out to June 2031. The aircraft engine leasing, asset management and trading specialist said the amended facility was almost twice oversubscribed, underlining strong backing from existing lenders and new banking partners. The new agreement more than doubles BeauTech's revolving credit capacity. It also delivers better pricing, greater operating flexibility and a broader asset base for financing. The facility now covers wide-body assets, in addition to the company's established regional and narrow-body platforms. U.S. Bank acted as Administrative Agent, Joint Lead Arranger and Joint Bookrunner. Bank of America, Truist Bank and PNC Bank served as Co-Syndication Agents, Joint Lead Arrangers and Joint Bookrunners. Crédit Agricole Corporate and Investment Bank, MUFG Bank, Huntington Bank and BMO Bank also acted as Joint Lead Arrangers and Joint Bookrunners, while Fifth Third Bank served as Documentation Agent.

FINANCIAL NEWS

Crestone completes Arena acquisition


© Shutterstock

Crestone Air Partners (Crestone), the global aviation asset management platform majority owned by Air T, has completed its acquisition of Arena Aviation Capital (Arena), following the fulfilment of all customary closing conditions and regulatory approvals. The deal, first announced in March 2026, significantly expands Crestone's scale and capabilities. The combined business now manages more than US$4 billion in assets, with a portfolio of approximately 120 aircraft and 17 engines leased to airlines and operators worldwide. The enlarged organisation employs 55 professionals across five countries, strengthening Crestone's position as a leading full-service aviation asset manager. Headquartered in Denver, the company now benefits from an expanded global footprint and broader operational reach. Arena Aviation Capital brings a highly experienced team, a complementary portfolio and long-standing airline relationships that align closely with Crestone's aircraft lifecycle investment strategy. Arena's presence in Denver, Amsterdam and Dublin, alongside satellite offices in Singapore and Buenos Aires, further enhances the company's ability to support customers across key aviation markets. The transaction also includes a passive minority equity investment from funds managed by Blue Owl Capital (Blue Owl). The investment is expected to complement Blue Owl's growing aircraft acquisition programme with Crestone and support future growth opportunities. Crestone will continue to be led by Chairman and Chief Executive Officer Kevin Milligan. As part of the integration, Arena Chief Executive Officer Patrick den Elzen will join Crestone's board of directors. Arena Chief Commercial Officer Erik Dahmen will remain with the business as a full-time Senior Advisor and will also join Crestone's advisory board.

New investment powers TXG expansion

The Xtreme Group (TXG), a Miami-based aviation MRO provider, has secured a growth investment from private equity firm Heartwood Partners to support the next phase of its expansion. The funding is expected to strengthen the company's operational capabilities, increase capacity and broaden its geographical reach, while enabling further development of its service offering. Founded in 2013, TXG has established itself as a leading independent aviation MRO platform, providing a comprehensive range of services across the aircraft lifecycle. Its capabilities include airframe heavy maintenance, engine MRO, line maintenance, aircraft-on-ground (AOG) support and component distribution. The company serves a diverse customer base spanning cargo, commercial and charter operators. TXG operates line maintenance stations at major airports across the United States, positioning the business to support operators in key aviation markets. The company has built a reputation for delivering reliable maintenance services focused on operational efficiency, safety and customer satisfaction. As part of the transaction, TXG's existing leadership team will remain in place. Chief Executive Officer Carlos Cock will continue to lead the company and oversee the execution of its long-term growth strategy. Maintaining management continuity is expected to support ongoing customer relationships while driving expansion initiatives.

MILITARY AND DEFENCE

Aero-Dienst adds second Challenger 650


Bombardier Challenger 650 © Bombardier

Aero-Dienst GmbH, a wholly owned subsidiary of ADAC SE, will add a second Bombardier Challenger 650 aircraft to its fleet for dedicated medevac operations. The aircraft will support ADAC's global patient repatriation and air ambulance services, building on the established partnership between Bombardier Defense and Aero-Dienst/ADAC. The addition further reinforces their shared focus on high-quality medical transport missions. The Challenger 605/650 platform has demonstrated dispatch reliability of more than 99.9%, making it a strong choice for air ambulance and medevac operations. The Challenger 650's wide cabin and large passenger door allow efficient patient loading and can accommodate up to four stretchers, while providing a stable and comfortable environment for patients and medical crews. With a range of around 4,000 nautical miles, or 7,408 kilometres, and strong short-field performance, the aircraft is well suited to demanding medical evacuation missions. Bombardier Defense also maintains a long-standing presence in Germany, including decades of support for the Luftwaffe, which operates Global aircraft for medevac and head-of-state transport. Bombardier's German footprint includes a service centre in Berlin, a parts distribution centre in Frankfurt and a supply chain of more than 150 German suppliers, including Rolls-Royce, Diehl and Lufthansa Technik.

MILITARY AND DEFENCE

Safran, MTU and Avio Aero welcome EU support for SHARP project

Cédric Goubet (l), Safran Helicopter Engines CEO, Dr Ottmar Pfänder (m), Chief Program Officer of MTU Aero Engines and Riccardo Procacci, CEO of Avio Aero (r) *© MTU*

The European Commission has agreed to support Safran Helicopter Engines, MTU Aero Engines and Avio Aero on SHARP, a major research project focused on future military helicopter propulsion. SHARP, short for Sovereign High-performance Architecture for Rotorcraft Propulsion, aims to develop scalable technology building blocks for a new state-of-the-art military helicopter engine. The project will receive around €25 million ($US29 million) from the European Defence Fund. The programme will bring together 25 partners from 12 European countries, including SMEs, universities and research institutes. By maturing critical technologies, SHARP will help pave the way for ENGHE, the European Next Generation Helicopter Engine. ENGHE is intended to deliver advanced, cost-effective and sovereign propulsion for demanding military operations, while simplifying maintenance. The future engine is expected to feature breakthrough technologies that improve efficiency and cut operating and maintenance costs. It is being developed with the next generation of military helicopters in mind, including the European Next Generation Rotorcraft Technologies and Next Generation Rotorcraft Capability projects, which are expected to enter service around 2040. ENGHE is designed to support greater range and payload, higher speed and improved aircraft availability. The SHARP project team is expected to be fully established in the coming months. It will be coordinated by EURA, the European Military Rotorcraft Engine Alliance, a 50/50 joint venture between Safran Helicopter Engines and MTU Aero Engines. Wolfgang Gärtner, CEO of EURA, said: “We are ready to coordinate this multinational, truly European team. We are united by the will and the track record to provide our forces with the most modern technologies, while ensuring European sovereignty.”

INFORMATION TECHNOLOGY

SkySelect and Armac target MRO procurement gap

SkySelect and Armac Systems unite to give aviation end-to-end supply chain control *© SkySelect*

SkySelect, an AI-powered parts procurement platform, has announced a strategic partnership with Armac Systems, a specialist in aviation inventory optimisation. The collaboration is designed to tackle one of aviation MRO’s most persistent supply chain challenges: connecting inventory planning with procurement execution. It aims to help operators and MRO providers understand not only what to buy, but also where, when, at what price and in what quantity. Aviation operators and maintenance providers are under growing pressure to reduce working capital tied up in inventory, cut procurement costs and maintain the service levels needed to keep aircraft operational. Achieving all three has often meant relying on fragmented systems, manual processes and limited market visibility. The partnership brings together Armac’s demand intelligence with SkySelect’s procurement execution capabilities. Armac’s platform supports real-time forecasting, inventory planning, optimisation and purchase requirement generation. SkySelect then converts those demand signals into procurement action through procure-to-pay workflows, dynamic contracting and market insights across a global supplier network. Together, the companies say the integrated solution can deliver measurable gains in three key areas. First, it can improve working capital by right-sizing inventory and reducing stock that ties up cash. Shorter lead times can also reduce safety stock requirements. Second, it can lower spend by using market-driven sourcing and autonomous procurement to secure better pricing, lead times and logistics options, while automating the procurement process. Third, it can improve service levels by ensuring the right part is available at the right time. Faster lead and process times can also reduce aircraft-on-ground risk. Erkki Brakmann, CEO of SkySelect, said Armac has built a planning engine trusted by airlines and MROs. By combining Armac’s predictive intelligence with SkySelect’s market access and autonomous procurement, he said the companies are closing the loop on end-to-end optimisation. Micheál Armstrong, CEO of Armac Systems, said customers have long asked for a seamless link between Armac’s inventory recommendations and procurement execution. He described SkySelect as the ideal partner to turn optimisation outputs into real-world results.

OTHER NEWS

Bain Capital has launched **JB Aircraft Finance, LLC**, a new corporate jet financing and leasing platform focused on the mid-life business aircraft market. The venture has been established in partnership with aviation industry veteran **Thomas Garbaccio** and Miami-based **Brickell Asset Management**. JB Aircraft Finance aims to address a longstanding gap in corporate aviation by providing flexible, asset-backed financing solutions for aircraft owners, operators, original equipment manufacturers (OEMs) and brokers. The platform will offer a range of products, including operating leases, finance leases and bespoke financing arrangements tailored to customer requirements. The new company combines Bain Capital's financial resources with Brickell Asset Management's operational capabilities and industry expertise. Its focus on mid-life corporate aircraft targets a segment that has traditionally lacked the leasing options commonly available in commercial aviation, where more than half of aircraft fleets are leased rather than owned outright. A key offering will be sale-and-leaseback transactions, enabling aircraft owners to unlock capital and improve liquidity while avoiding shareholder dilution. The platform believes this approach can provide greater financial flexibility for operators seeking to optimise balance sheets without compromising access to aircraft assets. JB Aircraft Finance will be led by Chief Executive Officer Thomas Garbaccio, who brings extensive experience in aviation finance. He previously founded Jet Bank and FTAI Aviation and has played a significant role in developing aircraft financing solutions across the industry. Brickell Asset Management will provide the operational infrastructure needed to support portfolio growth and asset management activities as the platform expands. Through the partnership, Bain Capital, Garbaccio and Brickell Asset Management aim to build a diversified aircraft financing and leasing portfolio while serving an underserved area of the corporate aviation market. The venture is expected to broaden financing options for business aircraft stakeholders and support continued growth in the sector.


Bain Capital has launched JB Aircraft Finance *© Bain Capital*


IATA announced the launch of "Save a Life, Not a Bag", a passenger safety campaign *© Shutterstock*

IATA has launched its "Save a Life, Not a Bag" campaign, backed by regulators including **EASA** and the **FAA**, to remind passengers that cabin baggage must be left behind during an aircraft evacuation. The initiative stresses that every second counts in an emergency and that retrieving personal belongings can put lives at risk. Aviation leaders warn that passengers increasingly stop to collect luggage or take photos during evacuations, despite clear crew instructions. Carrying bags can slow movement, block aisles and exits, damage evacuation slides and increase the risk of injury to other passengers. In some cases, travellers have even attempted to evacuate while carrying both infants and personal items. Research commissioned by IATA among travellers in the US, UK, UAE and Singapore highlights significant knowledge gaps. While 80% of respondents believed they knew how to respond during an evacuation, only 61% correctly identified that all personal belongings should be left behind. One in ten admitted they might still take baggage or follow others who do so, even when instructed otherwise. The survey also found that many passengers underestimate the urgency of evacuations. Only 18% knew that aircraft evacuation procedures are designed around a 90-second benchmark, while 38% believed the process could take three minutes or longer. Additionally, 33% had seen reports of passengers taking luggage during evacuations, and 22% of those said they would be likely to do the same. IATA says the campaign aims to reinforce the shared responsibility between crew and passengers during emergencies. Travellers are encouraged to pay attention to safety briefings, keep essential items such as passports and medication on their person, and follow crew instructions immediately to help ensure a swift and safe evacuation for everyone on board.

Lincoln Airport has launched a major reconstruction of its 12,901-foot runway 18/36, a project valued at around US$100 million and one of the largest infrastructure investments in the airport's history. The multi-year programme will modernise one of the longest runways in the United States, strengthening its role in commercial aviation, military operations, general aviation and emergency response missions. Funded through a partnership involving federal, state and local agencies, the project brings together the Lincoln Airport Authority, Nebraska Air National Guard, Federal Aviation Administration, Nebraska Department of Transportation and other stakeholders. Originally built for military operations at the former Lincoln Air Force Base, Runway 18/36 remains a vital national defence and transportation asset. Its length enables it to accommodate some of the world's largest military and civilian aircraft. The upgrade will improve safety, reliability and operational performance while supporting the long-standing partnership between the airport and the Nebraska Air National Guard's 155th Air Refuelling Wing. Once completed, the reconstructed runway will help maintain Lincoln Airport's position as a leading joint-use aviation facility, supporting economic growth, air connectivity and national security for decades to come.

OTHER NEWS

American Airlines (American) and Google have announced the largest publicly disclosed sustainable aviation fuel certificate (SAFc) agreement between an airline and a single corporate customer to date. The deal will support the use of 35 million gallons (132 million litres) of sustainable aviation fuel (SAF) over three years, delivering nearly 300,000 metric tonnes of carbon dioxide equivalent (CO2e) emissions reductions. Under the agreement, American Airlines will purchase and receive physical SAF at Chicago O'Hare International Airport through existing fuel infrastructure. The fuel will be produced from waste-based feedstocks, including used cooking oil. Google will receive the associated environmental attributes through the SAFc Registry, which provides a transparent and traceable book-and-claim system for SAF certificates, helping the company address emissions linked to employee business travel. The long-term commitment has enabled American to secure a new SAF off-take agreement with Valero Marketing and Supply Company, further strengthening the airline's ongoing investment in lower-carbon aviation fuels. Kate Brandt, Chief Sustainability Officer at Google, said: "This strategic collaboration with American Airlines demonstrates how companies can work together to scale critical sustainability technologies. By making this long-term commitment, we are sending an important demand signal to encourage investment and bring more SAF to market." SAF is widely regarded as one of the most promising pathways to reducing aviation emissions, with the potential to cut lifecycle greenhouse gas emissions by up to 80% compared with conventional jet fuel. The fuel is produced from renewable feedstocks such as waste oils and fats and can also be manufactured synthetically using captured carbon dioxide and renewable electricity.

American Airlines and Google have signed an SAF agreement
© American Airlines

INDUSTRY PEOPLE

Richard Alexander

• New Horizon Aircraft has appointed **Richard Alexander** as Chief Engineer of Certified Programmes as the company advances work on its hybrid-electric vertical take-off and landing aircraft, the Cavorite X7. Alexander will support Horizon Aircraft's certification strategy, engineering development and commercialisation planning as the programme moves towards a certifiable and operationally ready aircraft. He will work alongside company co-founder **Brian Robinson**, combining his technical experience with Horizon's existing engineering expertise. Alexander is widely respected across the aerospace sector, with a career spanning 38 years in aircraft development. He has managed complex engineering projects covering aircraft design, development, build and certification. His previous roles include senior engineering positions across several aircraft programmes at Bombardier. He also served as Head of Flight Physics at Vertical Aerospace for the VX4 eVTOL programme. Most recently, he worked as CAE's Electric Aircraft Integrator, leading the battery-electric conversion of the Piper Archer training aircraft. Alexander said he was excited to join Horizon Aircraft and help develop an aircraft with real-world utility. He noted that the Cavorite X7's ability to take-off and land vertically using distributed electric propulsion, before transitioning to conventional propulsion, could support rapid, long-duration deployment into remote areas with limited or no infrastructure. He added that this capability could open the door to a wide range of missions.

Michel Denis

• Daher has announced a strengthened executive leadership structure, with the creation of a Chief Executive Officer (CEO) role alongside Executive Deputy CEO Aymeric Daher, reinforcing the Group's focus on leadership continuity and complementary expertise. The Board of Directors, chaired by **Thibault Scaramanga**, has appointed **Michel Denis** as Chief Executive Officer, effective July 1. Denis, a graduate of École Centrale de Lyon and ESSEC Business School, brings extensive industrial and leadership experience. He currently serves as CEO of Manitou Group, the family-owned materials handling equipment manufacturer. According to Scaramanga, Denis' expertise in industrial transformation and family-owned businesses will bring valuable insight to Daher's Executive Committee. Working alongside Aymeric Daher, he is expected to help drive the Group's long-term growth and development. Denis said he was honoured by the Board's confidence and highlighted Daher's global presence, strong family heritage, long-term vision and market leadership as key strengths. He pledged to build on this legacy and support the company's continued success. Until Denis takes up the role, Scaramanga will remain Interim CEO, working closely with Aymeric Daher and the Executive Committee to ensure a smooth transition.

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AVIATION NEWS PUBLICATIONS

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

Publisher
Peter Jorssen
Tel: +1 604 318 5207

Editor
Heike Tamm LinkedIn
editor@avitrader.com
Tel: +34 (0) 971 612 130

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

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

For inquiries and comments, please email:
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THE AIRCRAFT AND ENGINE MARKETPLACE

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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

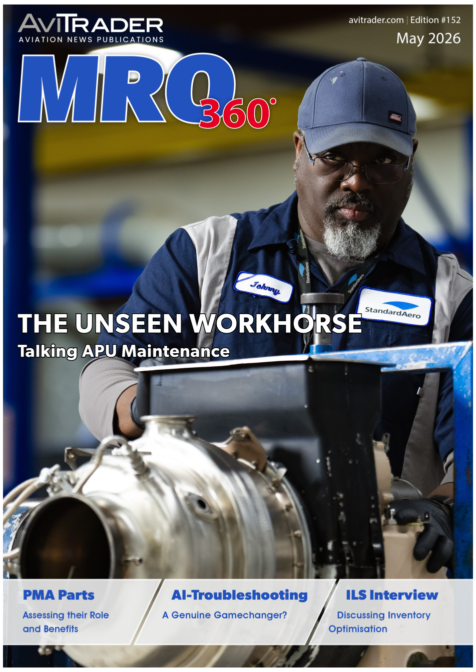
CFM Engines	Sale / Lease	Company	Contact	Email	Phone
(1) CFM56-5C4	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(1) CFM56-5B4/P	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
(1) CFM56-7B26					
(1) CFM56-7B26E					
(2) CFM56-7B26	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
(1) CFM56-7B26	Now - Lease				
(1) CFM56-7B26/3	Now - Lease				
(4) CFM56-5B6/P	Now - Sale				
(3) CFM56-5B5/P	Now - Sale				

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

Commercial Engines

PW Small Engines	Sale / Lease	Company	Contact	Email	Phone
(2) PW150A	Now - Sale/Lease/Exch.	Willis Lease	David Desaulniers	leasing@willislease.com	+1 (561) 349-8950
(1) PW127M	Now - Sale/Lease/Exch.				

PW1000 Engines	Sale / Lease	Company	Contact	Email	Phone
(1) PW1100G-JM	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717



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Description		Company	Contact	Email	Phone
(2) GTCP331-200ER, (2) GTCP131-9A,	Now - Sale	Setna IO	David Chaimovitz	david@setnaio.com	+1-312-549-4459
(1) GTCP131-9B					
(1) A321 Enhanced Landing Gear 2020 OH					
(3) A340 LG Shipset, (1) B777 LG Shipset (3) B737 LG Shipset,		GA Telesis		landinggearsales@gatelesis.com	
(11) A320 LG Shipset, (1) B757 LG Shipset, (1) 767 Shipset					
(3) 131-9A, (9) 131-9B (Max compliant)		GA Telesis		apu@gatelesis.com	+1-954-849-3509
(1) 331-500, (1) PW901, (1) 131-9B					
Engine stands: CF6-80C2, CFM56-5A/B/C, PW4000				stands@gatelesis.com	+1-954-676-3111
(2) APU GTC131-9B	Now - Sale / Lease	Willis Lease	Gavin Connolly	gconnolly@willislease.com	+44 1656 765 256
Engine stands now available	Now - Lease				

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