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Weekly Aviation Headline News


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Emirates sees 'unusable' 777X jets only fit for making baked bean tins

Carrier unwilling to take the ten aircraft because the design has undergone so many significant changes that bringing them up to the latest standard would not be feasible.

The Telegraph newspaper is reporting that at the Farnborough International Airshow in the UK, Emirates, the Dubai-based airline, has refused to accept delivery of ten Boeing 777X jets, which are the first of an order for 270 units. The first jet was built in 2019, but seven years on and they are yet to be delivered to Emirates, with repeated delays stemming from design modifications. Sir Tim Clark, President, Emirates has indicated that the initial batch of ten jets required such a patchwork of changes to update them that they were not fit for purpose, claiming that the long-delayed jets would be better off being turned into baked bean tins. "We're not taking that batch and that's it," he told The Telegraph. "As far as we're concerned, what they do with them is up to them." Sir Tim said he understood that Boeing had been trying to find a home for the aircraft, before adding: "Heinz would be interested – baked bean cans." His main point of contention was that the design of the 777X had undergone so many significant changes that bringing them up to the latest standard would not be feasible. The 777X programme has been blighted by several problems that have resulted in the anticipated entry into service of the jet being extended from 2020 to 2027. These issues include a thrust control issue that halted test flights in 2024 and an incident in 2020 that saw an aircraft's nose pitch up without pilot input. Sir Tim said the airline was also concerned by the earlier-than-expected structural failure of a 777X during a ground-based stress test of the airframe. "The modifications for the airframe have been so significant since the early flights. And don't forget we had a static-test failure as well," he said, adding that: "I went on the first one in 2019, which was fully configured except for our first-class cabins, and here we are in 2026. It's now seven years on. We're not taking them." In fact, it has since transpired that one of the planes earmarked for Emirates had already been scrapped. The 400-seat plane was quietly "disassembled" in 2025 after sitting dormant for six years on an airfield close to Boeing's Seattle manufacturing centre, The Air Current has reported. Flight tests on the 777-9, the first version of the new 777X plane, should be completed by the end of this year, after which the model will need to show it is capable of flying for long distances over water on a single engine, according to analysts at Jefferies. That should pave the way for the first aircraft to be delivered to Lufthansa before the end of 2027. Asked when British Airways expected to receive the first of 24 planes it has on order, Sean Doyle, its chief executive, said simply: "Good question."

> "I went on the first one in 2019, which was fully configured except for our first-class cabins, and here we are in 2026. It's now seven years on. We're not taking them."
>
> *Sir Tim Clark, President, Emirates*


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AIRCRAFT & ENGINE NEWS

Saudi THC orders eight more Airbus H145 helicopters

Airbus Helicopters secured an order for eight additional H145 helicopters from Saudi Arabia's The Helicopter Company (THC), at the Farnborough International Airshow. The aircraft are scheduled for delivery between 2027 and 2028 under a framework agreement signed at Verticon in 2024, which covers up to 120 Airbus helicopters of various types over a three-to-five-year period. The latest order will support THC's fleet expansion and optimisation strategy as the operator grows its emergency medical services (EMS) and other mission-critical operations across Saudi Arabia and international markets. THC said the purchase strengthens its long-standing partnership with Airbus and will enhance operational capabilities while supporting the company's plans to expand beyond the Kingdom. THC, a Public Investment Fund-owned company, is Saudi Arabia's largest commercial helicopter operator.

© THC

AerCap, AFI KLM E&M form LEAP engine venture

AerCap and AFI KLM E&M have established a 50:50 joint venture © Shutterstock

AerCap Holdings and Air France Industries KLM Engineering & Maintenance (AFI KLM E&M) have agreed to establish a 50:50 joint venture to lease CFM LEAP spare engines. The venture, first outlined in a memorandum of understanding signed at the 2025 Paris Air Show, will support airlines operating LEAP-powered aircraft worldwide, subject to regulatory approvals. The joint venture is expected to initially acquire about 40 new CFM LEAP-1A and LEAP-1B spare engines, with deliveries scheduled through 2032. The first four engines are expected to be available to AFI KLM E&M customers by early 2027. The partners said the venture will combine AerCap's engine leasing expertise with AFI KLM E&M's maintenance, repair and overhaul capabilities to address growing demand for spare LEAP engines as global fleets powered by the engine family continue to expand.

Boeing wins 128-jet boost from SMBC and Riyadh Air

Boeing secured fresh commitments for up to 128 aircraft on the opening day of the Farnborough International Airshow, with SMBC Aviation Capital ordering 100 737 MAX jets and Riyadh Air expanding its 787 Dreamliner fleet. SMBC Aviation Capital ordered 60 737-10 and 40 737-8 aircraft, marking the lessor's first purchase of the largest 737 MAX variant. The deal increases its owned, managed and committed 737 MAX portfolio to 450 aircraft. Separately, Riyadh Air exercised options for 28 additional Boeing 787 Dreamliners as part of its long-term expansion strategy. The agreement also includes the conversion of 20 aircraft to the larger 787-10 variant. The announcement revealed a previously undisclosed purchase of 11 Dreamliners. Once the remaining 17 aircraft are finalised, Riyadh Air's firm order book will total 67 787 Dreamliners. The orders provide a significant boost for Boeing's commercial aircraft business as manufacturers use the Farnborough Airshow to unveil major sales and fleet commitments.

SMBC Aviation Capital has ordered 100 Boeing MAX aircraft © Boeing

MSC Air Cargo Orders Five Boeing 777-8 Freighters

Rendering of Boeing 777 Freighter in MSC Air Cargo livery © Boeing

MSC Air Cargo has placed its first order for Boeing's 777-8 Freighter, committing to five aircraft as the carrier expands its long-haul cargo fleet. The previously unidentified order makes MSC Air Cargo the third Europe-based cargo airline to select the new freighter, which Boeing says offers the highest payload and the lowest fuel consumption, emissions and operating costs per tonne in its class. Chief executive Jannie Davel said the investment supports the airline's long-term growth strategy, providing greater efficiency, range and capacity while advancing its sustainability goals. The 777-8 Freighter incorporates technologies from Boeing's 777X family and features from the current-generation 777 Freighter. Boeing has now secured more than 80 orders for the aircraft as demand for air cargo capacity continues to grow, driven in part by the expansion of e-commerce.

AIRCRAFT & ENGINE NEWS

BA picks Pratt & Whitney GTF engines at Farnborough

BA Airbus A320neo © AirTeamImages

British Airways (BA) has selected Pratt & Whitney's GTF engines to power 33 firm and 30 optional Airbus A320neo aircraft, the companies announced on the opening day of the Farnborough International Airshow. Pratt & Whitney will also provide engine maintenance under a 12-year EngineWise Comprehensive services agreement, aimed at improving fleet efficiency and reducing operating costs. Aircraft deliveries are expected to begin in 2027. The deal makes British Airways the latest airline to adopt the GTF engine. "Today marks a pivotal moment and a strong vote of confidence in the GTF engine as the U.K.'s flagship carrier, British Airways, becomes the newest GTF customer," Rick Deurloo, president of Commercial Engines at Pratt & Whitney, said in a statement. He said the engines would support the airline's fleet expansion plans while improving fuel efficiency. According to Pratt & Whitney, the GTF engine delivers 20% lower fuel consumption and a 75% smaller noise footprint than the previous generation of engines. More than 2,800 GTF-powered aircraft are in service with over 90 operators worldwide, while the order backlog exceeds 8,000 engines. The company added that the upgraded GTF Advantage engine, due to enter service later this year, will offer up to twice the time on wing, improved fuel efficiency and greater range capability.

ACG leases seven Boeing 737-10s to Skymark Airlines

Image of Boeing 737-10 in Skymark Airlines livery © ACG

Aviation Capital Group LLC (ACG) has signed lease agreements with Skymark Airlines for seven Boeing 737-10 aircraft, expanding the Japanese carrier's fleet renewal and growth plans. The first aircraft is scheduled for delivery in 2028 from ACG's orderbook. Skymark plans to deploy the jets to increase capacity on key domestic routes from Tokyo Haneda Airport while improving fleet efficiency. The agreement builds on an existing relationship between the companies following previous leases of Boeing 737-800 aircraft. "We are delighted to support Skymark's fleet modernisation plans," ACG Chief Executive Officer Thomas Baker said. He said the 737-10's higher seating capacity and operational flexibility make it well suited to airlines operating from slot-constrained airports such as Haneda. Skymark President Yoshihiro Miwa said the carrier looks forward to introducing the 737-10, the largest model in Boeing's 737 MAX family, as it expands capacity and enhances the passenger experience. Skymark, which celebrates its 30th anniversary in 2026, operates a fleet of 30 Boeing 737-800 and 737-8 aircraft. The airline became the first Japanese carrier to introduce the 737-8 in May 2026, launching the type on its Tokyo Haneda-Fukuoka route.

Shearwater signs for up to 16 Eve eVTOLs

Eve Air Mobility has signed a letter of intent (LOI) with aviation finance company Shearwater Global Capital for up to 16 electric vertical take-off and landing (eVTOL) aircraft. The agreement marks Shearwater's entry into the advanced air mobility (AAM) leasing market since joining Bay Point in April 2026. The company plans to expand its aviation finance platform beyond traditional assets to include next-generation aircraft. As part of the agreement, Shearwater and Bay Point intend to use Eve's order backlog to offer leasing solutions that improve operators' access to eVTOL aircraft and support fleet deployment. The companies will also explore additional financing opportunities as demand grows for advanced air mobility and lower-emissions aviation solutions.

© Eve Air Mobility

AIRCRAFT & ENGINE NEWS

CFM lands record IndiGo engine order, wins new deals from lessors

IndiGo and CFM International have signed an MoU for an order of 1,000+ LEAP-1A engines
© CFM International

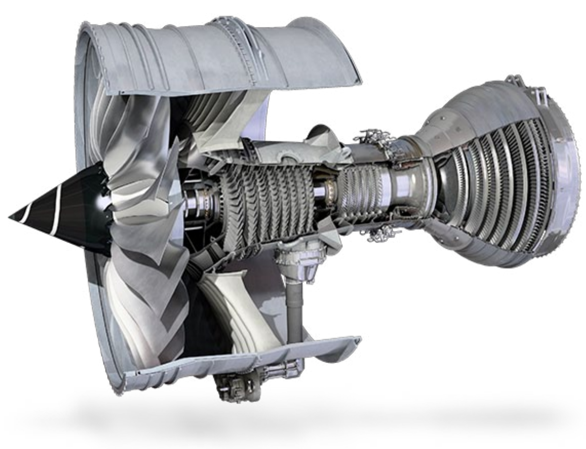
CFM International (CFM) has secured a record order for more than 1,000 LEAP-1A engines from IndiGo, alongside new engine selections from aircraft lessors Jackson Square Aviation (JSA) and SMBC Aviation Capital. The memorandum of understanding with IndiGo will power 510 Airbus A320neo-family aircraft and marks the largest single order ever placed for LEAP engines, as well as the biggest in CFM's history. The agreement also includes long-term support for IndiGo's expanding fleet, covering spare parts, material services and assistance in establishing the airline's planned engine maintenance, repair and overhaul (MRO) facility. "As IndiGo embarks on its next phase of growth towards becoming a truly global airline, we are delighted to extend our long-standing partnership with CFM International," said Willie Walsh, Chief Executive Officer designate of IndiGo. He said the LEAP engine's proven reliability would support the airline's rapid expansion, operational resilience and sustainability ambitions. Separately, Jackson Square Aviation selected LEAP-1A engines to power Airbus A320neo-family aircraft from its previously announced Airbus order, while SMBC Aviation Capital finalised an agreement with CFM for LEAP-1A engines to power 35 Airbus A320neo-family aircraft. The announcements strengthen CFM's position in the single-aisle aircraft market as airlines and lessors continue investing in next-generation, fuel-efficient fleets to meet rising global demand for air travel.

Boeing lands fresh orders from AerCap, Luxair and Uganda Airlines

Boeing has announced a series of new aircraft commitments from AerCap, Luxair and Uganda Airlines, strengthening demand for its 737 MAX and 787 Dreamliner programmes. Aircraft lessor AerCap has placed an order for 15 Boeing 787-9 Dreamliners, increasing its 787 portfolio to around 140 aircraft. The agreement includes substitution rights for the larger 787-10, giving the lessor additional flexibility to meet airline customer requirements. Luxair has converted two options for the Boeing 737-10 into firm orders and secured options for two more aircraft. The latest agreement builds on the Luxembourg flag carrier's 2024 order and will expand its Boeing narrow-body fleet to 12 aircraft, comprising eight 737-8s and four 737-10s once all firm orders have been delivered. Meanwhile, Uganda Airlines has placed its first direct order with Boeing, selecting four 737-8s and four 787-9 Dreamliners as it looks to modernise and expand its fleet. The aircraft will support growth across the carrier's regional and long-haul network.

AerCap has ordered 15 B787-9s *© Boeing*

Rolls-Royce books new Trent engine business



Trent 1000 engine *© Rolls-Royce*

Rolls-Royce has secured new Trent engine commitments from Somon Air and Philippine Airlines, strengthening its wide-body order book. Tajikistan's Somon Air has selected four Trent 1000 XE engines to power two new Boeing 787 Dreamliners. The order follows LATAM's purchase of six Trent 1000 XE engines earlier this year and marks another win for the latest variant of the Trent 1000. The 1000 XE incorporates upgrades introduced through Rolls-Royce's two-phase durability enhancement programme, including a redesigned high-pressure turbine blade that increases cooling airflow and delivers up to three times the time on wing compared with earlier versions. Meanwhile, Philippine Airlines has signed a memorandum of understanding for 18 Trent XWB-97 engines to power nine Airbus A350-1000 aircraft. The agreement also includes engine coverage for up to five additional aircraft under the airline's purchase rights, providing flexibility for future fleet expansion. The companies also signed a proposal for Rolls-Royce's TotalCare service, which will provide long-term engine health monitoring and maintenance support for the fleet. The latest agreement builds on Philippine Airlines' 2023 order for nine Trent XWB-97-powered A350-1000s.

AIRCRAFT & ENGINE NEWS

Airbus to flight test next-generation wing technology

Airbus will design, build and flight test full-scale wing extensions for next-generation single-aisle aircraft *© Airbus*

Airbus is launching a new flight-test campaign to evaluate high-span wings for future single-aisle aircraft, marking the next phase of its Wing of Tomorrow research and technology programme. Over the next three years, the aircraft manufacturer will design, build and flight-test full-scale wing extensions, which will be installed on an A321neo to assess the performance of different wing geometries in real flight conditions. The extensions, each measuring several metres, will replicate a folding wing in its fully extended position during flight. Equipped with extensive instrumentation, they will collect data on wing behaviour and evaluate how a longer wingspan affects aircraft handling. The flight-test campaign forms part of Airbus' efforts to develop longer, lighter and more slender wings that improve aerodynamic efficiency and reduce fuel burn for the next generation of single-aisle aircraft. Before flight testing begins, Airbus will use advanced digital modelling and wind tunnel testing to finalise the wing extension designs. The resulting flight data will help validate the technology and reduce development risk for future aircraft programmes. The wing extensions will be assembled at Airbus' Wing Technology Development Centre in the UK before flight testing takes place in Toulouse, France. Airbus has already built three 17m ground-based wing demonstrators under the Wing of Tomorrow programme, which has evaluated more than 100 manufacturing and assembly technologies. Since 2014, the programme has received £227 million ($259 million) in funding through the UK Aerospace Technology Institute (ATI) programme, supported by the Department for Business and Trade and Innovate UK.

SMBC follows Boeing deal with order for 100 Airbus jets

SMBC Aviation Capital has ordered 100 Airbus A320neo-family aircraft, comprising 65 A321neos and 35 A320neos, after recently placing an order for 100 Boeing 737 aircraft, reinforcing its strategy of maintaining a balanced narrow-body fleet portfolio. The Airbus order, finalised at the Farnborough International Airshow, will support deliveries into the mid-2030s, chief executive Peter Barrett said, citing continued long-term demand for the A320neo family.

SMBC Aviation Capital has placed an order for 100 A320neo-family aircraft *© Airbus*

AIRCRAFT & ENGINE NEWS

Shohin, Philippine Airlines boost Airbus order book

Airbus has secured new aircraft commitments from Shohin Airlines and Philippine Airlines, adding to its order book with narrow-body and wide-body deals announced at the Farnborough International Airshow. Tajikistan's Shohin Airlines has disclosed an order for four A320neo-family aircraft, comprising two A320neos and two A321neos. The order, previously listed as undisclosed in Airbus' June order book, marks the carrier's first purchase from Airbus. Founded in 2025 and based in Dushanbe, Shohin Airlines plans to use the aircraft to launch services to regional and international destinations. The A320neos will be configured with 176 seats, while the larger A321neos will accommodate 196 passengers in a two-class layout. Meanwhile, Philippine Airlines has signed a memorandum of understanding for nine A350-1000 wide-body aircraft. Once finalised, the agreement will double the airline's total A350-1000 order to 18 aircraft. The carrier has already taken delivery of its first two A350-1000s this year and plans to use the type to support long-haul network growth.

Rendering of Shohin Airlines A320-family aircraft in flight *© Airbus*

Epic Flight Academy orders up to 50 Pipistrel Voyager trainers

Epic Flight Academy has agreed to purchase up to 50 Pipistrel Voyager aircraft
© Pipistrel

Pipistrel, a Textron company, has secured its launch customer for the new Voyager training aircraft after Florida-based Epic Flight Academy signed a purchase agreement for up to 50 aircraft. The deal includes an initial order for 10 Voyager aircraft, with deliveries scheduled to begin in 2027, plus options for 20 additional aircraft in 2028 and a further 20 in 2029. The aircraft will support the expansion of Epic's pilot training fleet as demand for flight training continues to grow. Epic Flight Academy operates FAA Part 141 and Part 61 training programmes across multiple US locations and currently flies a fleet of around 70 aircraft, including Cessna Skyhawks. The Voyager has been developed specifically for the flight training market and is designed to comply with the forthcoming Modernization of Special Airworthiness Certification (MOSAIC) regulations, which are expected to broaden aircraft capabilities and training opportunities. Pipistrel said the aircraft will complement Epic's existing Cessna piston fleet by providing an efficient, purpose-built platform capable of supporting training from basic instruction through to more advanced flight operations, while helping increase fleet utilisation.

Boeing 737-10s to drive Aerolíneas Argentinas' next growth phase

Aviation Capital Group (ACG) has signed lease agreements with Aerolíneas Argentinas for six Boeing 737-10 aircraft, supporting the flag carrier's fleet renewal and capacity growth plans. The aircraft will be used to expand operations from the airline's Buenos Aires hubs at Aeroparque Jorge Newbery Airport and Ezeiza Airport, serving destinations across Argentina and South America. The first aircraft, sourced from ACG's Boeing orderbook, is scheduled for delivery in 2028. The six 737-10s form part of Aerolíneas Argentinas' 2027–2031 fleet strategy, which aims to increase capacity on high-demand domestic and regional routes while improving operating efficiency and reducing environmental impact. "We are pleased to strengthen our relationship with ACG through this agreement for six Boeing 737-10 aircraft," said Fabián Lombardo, President and Chief Executive Officer of Aerolíneas Argentinas. "These aircraft are a key part of our 2027–2031 fleet plan and will allow us to add capacity on high-demand domestic and regional routes, improve operating efficiency and continue offering a more competitive product to our passengers." ACG described the agreement as a further step in its support for airline fleet modernisation through long-term aircraft leasing.

Aerolineas Argentinas Boeing 737 MAX 10 *© Boeing*

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AIRCRAFT & ENGINE NEWS

Sikorsky, Safran to explore cooperation on Future Rotorcraft

Sikorsky and Safran Helicopter Engines have signed an agreement to explore closer cooperation on existing and next-generation vertical lift platforms, expanding a partnership that spans more than four decades. The agreement, signed at the Farnborough International Airshow, will see the companies examine opportunities to collaborate on power and propulsion technologies for Sikorsky's future aircraft, with the aim of accelerating design cycles, reducing proposal lead times and delivering enhanced solutions for commercial and defence customers. The partnership will focus on both current and future rotary-wing platforms, as well as unmanned aerial systems. "We are particularly pleased to have signed this agreement with Sikorsky," said Cédric Goubet, president of Safran Helicopter Engines. "Our two companies share a particularly strong history, and our engines have powered several of their helicopters, including notably the S-76. There are still new chapters to be written." The agreement builds on more than 40 years of cooperation centred on the Sikorsky S-76 helicopter programme, for which Safran has delivered more than 1,230 engines. Those aircraft have accumulated nearly ten million flight hours. Sikorsky is a Lockheed Martin company.

Rich Benton, VP and General Manager of Sikorsky (l) and Cédric Goubet, President of Safran Helicopter Engines (r) *©Jamie Hunter - Sikorsky*

Abra Group picks CFM LEAP engines for 50 more A320neos

Abra Group has placed an order for LEAP engines to power 50 Avianca A320neo-family aircraft *© AirTeamImages*

CFM International has secured an order from Abra Group to supply LEAP-1A engines for 50 previously unallocated Airbus A320neo-family aircraft destined for Avianca, strengthening a long-term partnership that also extends support to GOL's Boeing 737 MAX fleet. The agreement covers the remaining 50 aircraft in Avianca's 134-aircraft A320neo-family order and includes a comprehensive services package featuring spare engines and long-term maintenance support. The long-term services agreement will also cover GOL's fleet of Boeing 737 MAX aircraft. "These agreements reinforce our position as the region's largest operator of CFM-powered aircraft, driving reliability, cost predictability, fuel efficiency and performance across our airlines," said Adrian Neuhauser, Chief Executive Officer of Abra Group. Once all aircraft are delivered, Avianca's A320neo-family fleet and GOL's 737 MAX fleet will bring Abra Group's installed base of LEAP-powered aircraft to more than 650, including aircraft in service and on order. Combined with the group's existing fleet of 176 CFM56-powered aircraft, the latest commitment further cements Abra Group's position as CFM's largest operator in Latin America.

BOC Aviation seals record CFM engine deal

BOC Aviation has placed its largest-ever engine order, agreeing to purchase and option up to 300 CFM International engines to support its expanding Airbus and Boeing narrow-body fleet, the companies announced on the opening day of the Farnborough International Airshow. The agreement covers orders and options for up to 200 LEAP-1A engines for Airbus A320neo-family aircraft and up to 100 LEAP-1B engines for Boeing 737-8 jets in BOC Aviation's orderbook. The transaction supports the lessor's fleet growth plans through the next decade while expanding its portfolio of newer-generation aircraft with lower fuel consumption and reduced emissions. For CFM International, the deal strengthens its long-standing relationship with one of the world's largest aircraft lessors and secures additional demand for its LEAP engine family, which powers the latest Airbus A320neo and Boeing 737 MAX aircraft.

Abra Group orders 20 Embraer E195-E2 jets

Abra Group, the parent company of Avianca, Gol and Wamos Air, has agreed to acquire 20 Embraer E195-E2 aircraft, with options and purchase rights that could increase the order to as many as 45 jets. The first aircraft is scheduled for delivery in the fourth quarter of 2027. Abra said the E195-E2 will support its strategy of expanding connectivity across Latin America by adding right-sized capacity for domestic and regional routes while improving fleet flexibility, fuel efficiency and passenger comfort. The agreement includes ten purchase options and 15 purchase rights, subject to certain conditions. Chief Executive Adrian Neuhauser said the aircraft will give the group greater flexibility to deploy capacity where demand is strongest while supporting its investment in next-generation, fuel-efficient aircraft as it expands its network across the region.

AIRCRAFT & ENGINE NEWS

BermudAir becomes newest A220 customer


BermudAir Airbus A220 in flight © Airbus

BermudAir has placed its first-ever order with Airbus, signing for ten A220-300 aircraft to support its next phase of growth and expand its network across Bermuda, the Caribbean and North America. The order, revealed at the Farnborough International Airshow, had previously been listed in Airbus' order book as an undisclosed customer in March. The acquisition also marks the A220's entry into a new operating region in the Atlantic and Caribbean. Configured with 135 seats in a three-class layout, the A220-300 will enable BermudAir to launch new non-stop routes and improve scheduling flexibility while supporting continued network expansion. "The A220 is the ideal aircraft to support the next phase of BermudAir's growth," said Adam Scott, founder and CEO of BermudAir, citing the aircraft's range, operating economics and performance at constrained airports, alongside its passenger comfort.

BOC Aviation backs GTF with 220-engine order

BOC Aviation has placed its largest-ever order with Pratt & Whitney, selecting up to 220 GTF engines to power as many as 110 Airbus A320neo-family aircraft. The agreement marks the latest expansion of the lessor's narrow-body portfolio and extends its 29-year partnership with Pratt & Whitney, an RTX business. Rick Deurloo, President of Commercial Engines at Pratt & Whitney, said the order reflects BOC Aviation's continued confidence in the GTF engine, citing its fuel efficiency and the companies' longstanding relationship. BOC Aviation Chief Executive and Managing Director Steven Townend said the order is the largest the company has placed with Pratt & Whitney and underlines the engine manufacturer's role in supporting its fleet growth. He added that the GTF engine's lower fuel consumption will help improve the efficiency of the company's future fleet.

MTU secures US$500m in Farnborough orders

MTU Aero Engines has secured around US$500 million in orders at the Farnborough International Airshow, driven by demand across narrow-body, wide-body and regional aircraft programmes. In the narrow-body and regional aircraft segment the orders were led by Pratt & Whitney GTF engines, selected by British Airways, Tigerair Taiwan and lessor Jackson Square for Airbus A320neo-family aircraft, while Abra Group, Binter Canarias and Luxair chose PW1900G-powered Embraer E2 regional jets. In the wide-body segment, Philippine Airlines and AerCap selected GEnx engines for a combined 30 Boeing 787 Dreamliners, while National Airlines ordered six CF6-80C2 engines. MTU CEO Johannes Bussmann said the strong order intake reflected the company's broad portfolio of future-focused engine programmes and would also strengthen its long-term aftermarket business. MTU holds a 15–18% stake in Pratt & Whitney's GTF engine family, manufactures key high-pressure compressor and low-pressure turbine components, and carries out final assembly of one-third of PW1100G-JM production engines in Munich. The company also supplies the turbine centre frame for the GEnx programme and key compressor and turbine components for the CF6-80 engine.

MRO & PRODUCTION NEWS

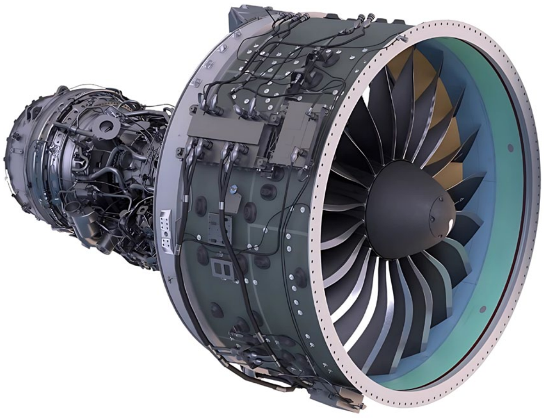
CFM ramps up investment in global MRO network


LEAP-1b fan © CFM International

CFM International is ramping up investment in its global MRO network, with parent companies GE Aerospace and Safran Aircraft Engines committing more than US$2 billion combined over the next five years to support growing demand for LEAP engine servicing. The investment comes as the LEAP fleet continues to expand rapidly, driving a sharp increase in expected engine shop visits. GE Aerospace will invest more than US$1 billion, while Safran Aircraft Engines has pledged more than €1 billion (US$1.14 billion) to expand maintenance capacity, facilities and repair capabilities. CFM said it has opened new MRO facilities in Belgium, India, Mexico and Poland during 2025 and is bringing additional capacity online this year, including further expansions in Belgium and Mexico. The company is also broadening its licensed MRO network. Over the past 18 months, it has added three new Premier MRO providers: MTU Maintenance Fort Worth in Texas, Iberia Maintenance in Madrid and SSAMC in Chengdu, China. They join an existing network that includes Air France Industries KLM Engineering & Maintenance, Delta TechOps, Lufthansa Technik, ST Engineering and StandardAero. Alongside expanding capacity, CFM said it is accelerating the development of repair technologies designed to shorten engine turnaround times and lower maintenance costs. The company is also working with suppliers to improve spare-parts availability while updating engine and shop manuals to reduce the need for component repair or replacement. The LEAP engine family has surpassed 10,000 deliveries, making it the fastest-growing commercial aircraft engine programme to date. CFM continues to roll out upgrades across the in-service fleet, including a high-pressure turbine durability kit to extend time on wing and a reverse bleed system aimed at reducing maintenance requirements. The investments are intended to improve engine availability for airlines while supporting the long-term growth of the global LEAP-powered fleet through an expanded independent MRO ecosystem.

MRO & PRODUCTION NEWS

GKN Aerospace lands Pratt & Whitney vane deal



GTF engine © P&W

GKN Aerospace has secured an agreement with Pratt & Whitney, an RTX business, to add low-pressure compressor (LPC) vanes for the PW1500G and PW1900G GTF™ engines to their existing risk and revenue sharing programme (RRSP). The contract covers a majority share of production volumes for the main LPC vanes used in engines powering the Airbus A220 and Embraer E-Jet E2 families. GKN Aerospace will support the components throughout the engines' operational lifecycle, expected to span several decades. "This is a significant milestone for GKN Aerospace and a strong endorsement of our capabilities in blades and vanes," said Joakim Andersson, President Engines at GKN Aerospace. "Securing a majority share of LPC vane production on the PW1500G and PW1900G programmes strengthens our collaboration with Pratt & Whitney, provides long-term stability for our Newington facility and positions us for future growth on next-generation engine platforms." GKN Aerospace began producing the components in 2018 with a smaller production share. Since then, the programme has expanded, with manufacturing further industrialised at the company's Newington facility. The LPC vanes are manufactured using a highly automated robotic milling process. GKN Aerospace said the introduction of in-house super-polishing has reduced lead times, improved yield and strengthened manufacturing performance. The agreement further expands the company's global blades and vanes capability while reinforcing Newington's role as a centre of excellence for metallic aero-engine components. Production is now entering its next phase, with full-rate manufacturing targeted by the third quarter of this year.

Ontic, CFS Aero join forces on engine support

The rear section of a commercial aircraft with the Auxiliary Power Unit (APU) access doors open to expose the APU © AdobeStock

Ontic and UK-based engine maintenance specialist CFS Aeroproducts (CFS Aero) have formed a partnership to pursue engine and auxiliary power unit (APU) licensing, transition and support opportunities in the global aerospace market. The agreement combines Ontic's product licensing and lifetime support expertise with CFS Aero's engine and APU maintenance, repair and overhaul (MRO) capabilities, offering original equipment manufacturers (OEMs) a route to transfer mature engine programmes while focusing investment on next-generation propulsion technologies. CFS Aero brings more than 30 years of experience in engine and APU repair, overhaul, testing and engineering support, while Ontic has transitioned more than 200 aerospace product lines from OEMs under its established licensing model. The companies said the partnership is intended to ensure long-term support for legacy engine and APU programmes that will remain in service for decades while enabling manufacturers to prioritise future aircraft technologies.

Lufthansa Technik strengthens Cebu Pacific MRO ties

Cebu Pacific has expanded its engine maintenance partnership with Lufthansa Technik (LHT), signing a three-year agreement covering 18 additional CFM56-5B engine shop visits for its Airbus A320ceo fleet. The contract completes the Philippine carrier's final maintenance, repair and overhaul (MRO) tender for its legacy narrow-body engines as it continues transitioning to the Airbus A320neo family powered by next-generation engines. Under the agreement, the engines will be serviced at Lufthansa Technik's facilities in Hamburg, Germany, and Dublin, Ireland, where they will receive maintenance ranging from routine repairs to full overhauls. The first engine covered by the contract is scheduled to arrive at the Dublin facility by the end of the month. Dennis Kohr, Senior Vice President of Corporate Sales Asia-Pacific at Lufthansa Technik, said the agreement marks the companies' third engine maintenance contract and reflects their long-standing partnership in the Asia-Pacific region.

Cebu Pacific extends its engine MRO cooperation with Lufthansa Technik © LHT

MRO & PRODUCTION NEWS

Turkish Technic expands GE Aerospace MRO partnership

Kris Shepherd, President and General Manager at GE Aerospace, Electrical Power Systems (l) and Yasin Birinci, Chief Technical Officer of Turkish Technic © GE Aerospace

Turkish Technic has signed a five-year service and licence agreement with GE Aerospace to provide authorised maintenance, repair and overhaul (MRO) services for Data Link Control and Display Units (DCDUs), expanding its avionics support capabilities. The agreement authorises Turkish Technic to deliver original equipment manufacturer (OEM)-approved DCDU maintenance for domestic and international airline customers from its Istanbul facilities. As part of the partnership, GE Aerospace will provide dedicated test equipment, OEM parts, technical data and engineering support, enabling Turkish Technic to carry out maintenance to the manufacturer's standards for cockpit data-link communication systems. Yasin Birinci, Chief Technical Officer of Turkish Technic, said the agreement strengthens the company's electronics maintenance capabilities and will improve service availability for airline operators, helping reduce aircraft downtime and enhance fleet performance.

SR Technics wins Oman Air engine MRO deal

SR Technics has signed a two-year agreement with Oman Air to provide engine maintenance services, strengthening its presence in the Middle East and North Africa (MENA) region. Under the contract, all engine maintenance work will be carried out at SR Technics' facility in Zurich, Switzerland. The agreement builds on a longstanding relationship between the companies, which began with line maintenance support in 2011. The deal marks Oman Air's expansion of its partnership with the Swiss MRO provider and supports the airline's long-term fleet maintenance strategy. For SR Technics, it represents further growth in the strategically important MENA market as demand for engine maintenance services continues to rise. "Our partnership with SR Technics brings together their proven technical expertise with our commitment to delivering a consistent and dependable experience for our guests. Building on a trusted relationship for more than a decade, this agreement strengthens our maintenance capabilities and supports the long-term efficiency and resilience of our fleet," said Captain Nasser Al Salmi, Chief Operating Officer of Oman Air.

Signing ceremony between SR Technics and Oman Air © SR Technics

Pratt & Whitney Canada invests CA$275m in Quebec manufacturing hub

Pratt & Whitney Canada's global headquarters in Longueuil, Quebec, is a 1.23-million-square-foot facility and home to more than 4,400 employees © RTX

Pratt & Whitney Canada will invest CA$275 million (US$195 million) to expand and modernise manufacturing operations at its Longueuil, Quebec, facility, strengthening production capacity to meet growing global demand. The investment, announced today, will be funded by Pratt & Whitney Canada with support from Innovation, Science and Economic Development Canada and Quebec's Ministry of Economy, Innovation and Energy. The programme will enhance capabilities at the company's largest manufacturing site, where nearly 4,500 employees produce engines for regional, business and general aviation aircraft, as well as rotorcraft. Upgrades will include new automated production lines, modernised machinery and advanced digital manufacturing processes aimed at improving efficiency and production precision. "This strategic investment in Longueuil strengthens our industrial capacity, enabling us to better support our customers and meet growing global demand," said Satheeshkumar Kumarasingam, President of Pratt & Whitney Canada.

MRO & PRODUCTION NEWS

Safran, Lufthansa Technik sign landing gear support deal

Signing ceremony at the Farnborough International Airshow © Safran

Safran Landing Systems and Lufthansa Technik have signed a ten-year Support and Services Agreement (SSA) covering landing gear and hydraulic equipment for Airbus A320 family, A330, A340 and A350 aircraft. Announced at the Farnborough International Airshow, the agreement provides Lufthansa Technik with OEM support for its global MRO operations, including certified spare parts, engineering and technical assistance, and access to the latest maintenance documentation. The partners will also collaborate to optimise maintenance planning, component repairs and operational reliability across Lufthansa Technik's worldwide network. The deal will support the expansion of A350 landing gear MRO capabilities at Lufthansa Technik Landing Gear Services UK in London, while ensuring continued OEM support for A320 family, A330 and A340 landing gear maintenance at the company's Hamburg facility.

Embraer lands long-term SkyWest MRO extension

Embraer has signed a long-term extension of its heavy maintenance agreement with SkyWest Airlines, covering the US carrier's fleet of 271 E175 regional jets. Under the expanded agreement, heavy maintenance work will continue at Embraer's facilities in Nashville, Tennessee, Macon, Georgia, and Fort Worth, Texas, with increased capacity to support SkyWest's long-term fleet requirements. The extension strengthens a longstanding partnership between the companies and comes as Embraer continues to expand its US maintenance, repair and overhaul (MRO) network. The manufacturer is investing around US$70 million in a new commercial aviation MRO facility at Perot Field Alliance Airport in Fort Worth, due to enter service in 2027. Once operational, the new facility is expected to increase Embraer's E-Jets maintenance capacity in the US by more than 50%, supporting growing demand for MRO services across North America.

SkyWest E175 jet © Embraer

StandardAero signs LEAP engine support deal with Avolon

StandardAero has signed a multi-year agreement with aircraft lessor Avolon to provide CFM International LEAP-1A and LEAP-1B engine maintenance services for the leasing company's customers. The LeaseTEAM agreement gives Avolon non-exclusive access to a range of maintenance, repair and overhaul services for LEAP engines powering Airbus A320neo and Boeing 737 MAX aircraft. Avolon's portfolio includes around 150 delivered A320neo aircraft and 54 737 MAXs. The agreement is designed to support Avolon's aircraft and engine leasing activities by providing greater maintenance flexibility and capacity for its airline customers. Under the deal, Avolon will also be able to extend key benefits to its airline customers, including priority access to engine maintenance slots to help reduce aircraft downtime and fixed-price terms for selected LEAP engine maintenance events.

FINANCIAL NEWS

Fuel shock and lower fares cut Ryanair Q1 profit

Ryanair Holdings reported a 34% drop in first-quarter profit after tax to €538 million as higher fuel costs and weaker ticket prices offset continued passenger growth. The airline's Q1 profit fell from €820 million a year earlier after the cost of its 20% unhedged jet fuel more than doubled during the quarter, while average fares declined 6%. Ryanair said lower fares reflected the impact of the Middle East conflict, which weighed on consumer confidence and delayed bookings, as well as the timing of Easter, which benefited the prior-year's first quarter. Revenue edged up 1% to €4.38 billion. Scheduled revenue slipped 1% to €2.91 billion despite traffic rising 6%, while ancillary revenue increased in line with passenger growth to €1.47 billion. Operating costs rose 11% to €3.81 billion, driven largely by higher fuel prices. Ryanair also said supplier compensation payments ended after the delivery of its final Boeing 737-8200 "Gamechanger" aircraft in February. The carrier said its conservative fuel-hedging strategy continues to provide protection against oil price volatility. Around 80% of FY27 fuel requirements are hedged at about $67 per barrel, while it has also extended hedging into FY28, with 15% covered at roughly $85 per barrel. At the end of June, Ryanair held more than €2.8 billion in gross cash after repaying €1.3 billion of debt and investing €500 million in capital expenditure. The group's liquidity is further supported by a largely undrawn €1.1 billion revolving credit facility. Ryanair said it has completed around 90% of its €750 million share buyback programme, purchasing and cancelling more than 25 million shares at an average price of €26.35 each. Following the repayment of its final €1.2 billion bond in May, the airline said its capital allocation priorities over the next year include funding Boeing 737 MAX 10 deliveries, paying shareholder dividends, completing the current buyback programme and rebuilding gross cash reserves to €4 billion using internal cash flows. (€1.00 = US$1.14 at time of publication).

MILITARY AND DEFENCE

Airbus backs €500 million defence tech fund

Michael Schoellhorn, CEO of Airbus Defence and Space and Benoit Fosseprez, General Partner at AVP, have signed the agreement *© Airbus*

Airbus Defence and Space has become the anchor investor in a new €500 million European defence technology fund aimed at accelerating the growth of dual-use and defence companies across the continent. The agreement, signed at the Farnborough International Airshow, sees Airbus back the E2D fund, launched by venture capital firms AVP and Earlybird to strengthen Europe's defence industrial base and close critical capability gaps. Targeting around 20 growth-stage companies with average investments of €25 million, the fund will focus on technologies spanning space, air, land, maritime and subsurface domains, supporting businesses developing both defence-specific and dual-use capabilities. Airbus Defence and Space Chief Executive Michael Schoellhorn said the investment complements the company's internal investment and acquisition strategy, helping to scale European deep-tech companies while keeping capital, talent and intellectual property within Europe. E2D has also announced its first investment in French defence technology company Alta Ares, which develops AI-powered intelligence, surveillance, reconnaissance and counter-drone systems. The investment follows a memorandum of understanding between Airbus Defence and Space and Alta Ares to co-develop next-generation European counter-UAS capabilities into Airbus' battle management suite. (€1.00 = US$1.14 at time of publication).

Saab, Embraer eye expanded Gripen production in Brazil

The signed HoA provides a framework for the potential production of 20 additional Gripen aircraft in partnership with Embraer *© Saab*

Saab and Embraer have signed a heads of agreement (HoA) that could see up to 20 additional Gripen fighter aircraft assembled at Embraer's Gavião Peixoto facility in São Paulo state, Brazil. Under the proposed agreement, Embraer would assemble the aircraft alongside Saab's final assembly line in Linköping, Sweden, expanding production capacity to help meet growing global demand for the Swedish fighter. The move marks the latest milestone in the companies' decade-long partnership and is designed to increase delivery capacity through a globally integrated manufacturing model while providing greater flexibility for future export customers. Embraer said its Gavião Peixoto site has become a strategic aerospace manufacturing hub with advanced production capabilities, a skilled workforce and an integrated supply chain involving Brazilian and international suppliers. The agreement also builds on the extensive technology transfer programme established under Brazil's Gripen acquisition. Over the past decade, Brazilian engineers, technicians, pilots, assembly operators and maintenance specialists have received training in Sweden, helping to strengthen industrial expertise and support the long-term development of advanced aerospace manufacturing capabilities in both countries.

Boeing, Lufthansa Technik strike Chinook support deal


German Airforce Chinook disaster relief *© Boeing*

Boeing and Lufthansa Technik Defense have agreed the general terms for sustaining Germany's future CH-47F Block II Chinook heavy-lift helicopter fleet, laying the groundwork for a long-term support partnership. The agreement, signed on Wednesday at the Farnborough International Airshow, establishes the framework for a future main contract under which Lufthansa Technik, working with Boeing, will develop an agile network of spare parts warehouses to support German CH-47F operating bases. Through its subsidiary, Lufthansa Technik Logistik Services, Lufthansa Technik will contribute decades of expertise in time-critical spare parts logistics. Combined with Boeing's platform knowledge, the partnership will provide tailored parts provisioning, transport and warehousing services for the German Armed Forces. Lufthansa Technik is also expected to manage the supply of consumables and expendables (C&E) for the Chinook fleet. The CH-47F agreement builds on the companies' growing cooperation in supporting German military platforms acquired through the U.S. Foreign Military Sales programme. In autumn 2025, Boeing and Lufthansa Technik Defense signed a comprehensive sustainment services agreement for the German Navy's P-8A Poseidon maritime patrol and anti-submarine warfare aircraft. Covering aircraft maintenance, component support, engine condition monitoring, technical training and qualification, the programme is designed to enhance the availability and mission readiness of one of Germany's key airborne defence assets.

OTHER NEWS

Qantas plans to base Airbus A350-1000LR aircraft in Melbourne © Qantas

Qantas Group and **Melbourne Airport** have reached a commercial agreement that paves the way for more flights, major terminal upgrades and the delivery of the airport's long-planned third runway. The deal underpins Melbourne Airport's A$4.5 billion (US$3.1 billion) international terminal expansion, including five additional wide-body gates, and includes a 15-year commitment supporting the third runway, which is scheduled to open in 2031. The agreement is expected to support Qantas' long-term growth strategy while creating additional capacity for Jetstar, which already operates up to 1,000 weekly flights from Melbourne during peak periods. Qantas will also develop a new International Business Lounge above Terminal 2, offering sweeping airport views and up to one-third more space than the existing facility. The lounge is expected to open by 2029. International travellers will benefit from faster check-in, premium check-in areas, upgraded automated bag drops, an expanded baggage reclaim hall and improved border processing. The agreement also supports Qantas' plans to base Airbus A350-1000LR aircraft in Melbourne, enabling new international services as part of its broader fleet expansion. Final agreements between the airline and airport are expected to be completed in the coming months.

INDUSTRY PEOPLE

Saadia Zahidi

• The International Air Transport Association (IATA) has appointed **Saadia Zahidi** as its next Director General, making her the first woman to lead the organisation. Zahidi, currently a Managing Director at the World Economic Forum (WEF), will take up the role on November 1, 2026. She succeeds **Willie Walsh**, who steps down on July 31, after leading IATA through the post-pandemic recovery. Chief Financial Officer **Sandrine Le Borgne** will serve as Interim Director General between Walsh's departure and Zahidi's arrival. IATA Chair **Roberto Alvo** said Zahidi's experience at the WEF and expertise in global economic and geopolitical issues would strengthen the association as the aviation industry navigates rapid technological and geopolitical change. Zahidi said her priority would be working with airlines, governments and industry partners to advance innovation, resilience and sustainable growth while strengthening aviation's role in connecting people and economies worldwide. A WEF veteran of more than 20 years, Zahidi currently heads the Centre for the New Economy and Society and has led several of the forum's flagship research programmes, including its Future of Jobs and Global Gender Gap reports. She holds Swiss and Pakistani nationality.

Saulius Bajarunas

• FL Technics has named **Saulius Bajarunas** as its new Chief Executive Officer, effective September 1, 2026, succeeding **Zilvinas Lapinskas**, who recently became CEO of parent company Avia Solutions Group. Bajarunas, who has helped drive FL Technics' international expansion and operational growth over the past nine years, will lead the MRO provider's global operations and strategic development. He brings extensive experience in aircraft maintenance, business development, operational excellence and managing international teams. As CEO, Bajarunas said he aims to build on the company's reputation as a trusted global MRO partner by maintaining high standards of quality and reliability while supporting customers in a rapidly evolving aviation market. Lapinskas said FL Technics was "stronger than ever" and expressed confidence that Bajarunas was well placed to lead the company's next phase of growth, with a focus on strengthening operational performance and delivering long-term value for customers, partners and employees.

• **Jussi Siitonen** will become the next Chief Financial Officer for Finnair, effective November 1, 2026. Siitonen joins from Fiskars Group, where he served as CFO and deputy CEO. He has also been a member of Finnair's Board of Directors since 2024 and stepped down from the board on July 24, ahead of taking up the executive role. Chief Executive **Turkka Kuusisto** thanked outgoing CFO **Pia Aaltonen-Forsell** for her contribution and said Siitonen's extensive leadership experience and knowledge of the airline's strategy and industry would strengthen Finnair's management team as it continues to execute its growth plans. Siitonen said his priority as CFO would be to ensure the airline's financial foundations support its long-term ambitions. He added that his experience on Finnair's board had given him a strong understanding of the company's strategy and operations.

Jussi Siitonen

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CFM Engines	Sale / Lease	Company	Contact	Email	Phone
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(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				

GEnx Engines	Sale / Lease	Company	Contact	Email	Phone
(2) GEnx-1B74/75/P2	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950

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

PW1000 Engines	Sale / Lease	Company	Contact	Email	Phone
(1) PW1133GA-JM	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(1) PW1524G-3					
(1) PW1100G-JM	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717

Aircraft and Engine Parts, Components and Misc. Equipment

Description		Company	Contact	Email	Phone
(2) GTCP331-200ER, (2) GTCP131-9A,	Now - Sale	Setna IO	David Chaimovitz	david@setnaio.com	+1-312-549-4459
(1) GTCP131-9B					
(1) A321 Enhanced Landing Gear 2020 OH					
(3) A340 LG Shipset, (1) B777 LG Shipset (3) B737 LG Shipset,		GA Telesis		landinggearsales@gatelesis.com	
(11) A320 LG Shipset, (1) B757 LG Shipset, (1) 767 Shipset					
(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				