

Weekly Aviation Headline News

“The proposed cash offer delivers a superior outcome for easyJet shareholders by providing a higher cash value than Castllake’s latest proposal.”
easyJet and Apollo joint statement”



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easyJet backtracks on agreed offer with Castllake – now backing Apollo’s £5.7 billion bid

Low-cost carrier now supporting offer of £7.15 per share from Apollo Global Management as opposed to £6.90 per share offer from Castllake. A bidding war is now in the making.

Only early last week easyJet had agreed an offer in principle from Castllake for £6.90 per share, but last Friday the company announced it was now favouring an offer of £5.7 billion (£7.15 per share) from Apollo Global Management. The result could now see a bidding war begin for one of Europe’s largest airlines by passenger volume and aircraft in its fleet. “It’s no surprise that a second suitor has appeared for easyJet,” said Chris Beauchamp, Chief Market Analyst at investing and trading platform IG. “The potential for the business remains substantial despite the underwhelming performance of recent years.” Shares in the budget airline rose as much as 15% to £6.75 in early trading, their highest since February 2022, though still below Apollo’s offer price. Despite Castllake’s proposal on Sunday, the stock had remained well below the offer price amid investor concerns over regulatory hurdles. Castllake did not immediately respond to a request

for comment outside regular U.S. business hours. However, the problem still remains as to whether either buyer can satisfy European Union majority ownership requirements, a key hurdle for any non-EU acquisition of a European airline. Apollo has confirmed that it is committed to taking “all necessary steps” to secure any merger control and EU subsidies-related clearances needed to complete the deal. According to Reuters news agency, it is also offering eligible shareholders the option to roll their stakes into the private vehicle that would buy easyJet, through which they would continue to own voting rights. “The proposed bid not only increases the offer to shareholders but from an easyJet board perspective supports the airline’s current growth strategy,” airline analyst John Strickland told Reuters. Apollo plans to retain the airline’s key staff to continue easyJet’s strategy of expanding capacity and growing its holidays business. Castllake has largely stayed silent

on its specific plans for the airline beyond a broad commitment to support easyJet’s fleet modernisation programme, which includes replacing older aircraft with larger, more fuel-efficient Airbus jets. “The proposed cash offer delivers a superior outcome for easyJet shareholders by providing a higher cash value than Castllake’s latest proposal,” easyJet and Apollo said in a joint statement. Apollo must announce a firm offer for easyJet by August 7 or walk away. Castllake has until August 3. Apollo also said it plans to retain the easyJet brand by continuing the existing licensing agreement between easyJet and founder Stelios Haji-Ioannou’s easyGroup. That may appeal to Haji-Ioannou, whose family is the airline’s largest shareholder with a roughly 15% stake and receives a 0.25% royalty on easyJet’s revenue for use of the “easy” brand. Haji-Ioannou declined to comment. (£1.00 = US\$1.34 at time of publication).



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AIRCRAFT & ENGINE NEWS

DAE, Neuberger launch leasing venture Mustang Aerospace



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Dubai Aerospace Enterprise (DAE) and Neuberger Specialty Finance have agreed to establish Mustang Aerospace, a new aircraft leasing co-investment platform targeting around US\$6 billion in aircraft investments over the medium term. The venture will enable DAE and funds managed by Neuberger Specialty Finance to acquire a diversified portfolio of aircraft to meet growing demand from airlines worldwide. Capital will be deployed steadily over the long term, with the aim of building Mustang into a major aircraft leasing platform. The partners said the venture combines DAE's four decades of aircraft leasing and asset management expertise with Neuberger Specialty Finance's experience in asset-based finance, which focuses on investments offering resilient cash flows, downside protection and relatively short investment durations. Headquartered in Dubai, DAE manages a fleet of around 700 aircraft, including more than 100 aircraft on behalf of third parties, with assets valued at ap-

proximately US\$25 billion. Through its Aircraft Investor Services business, the company also manages aircraft portfolios for institutional and financial investors. Neuberger Specialty Finance, the asset-based finance arm of investment manager Neuberger Berman, manages more than US\$5 billion across over 50 portfolio companies and investment vehicles. Since its launch in 2018, the business has invested more than US\$16 billion through a global network of origination partners spanning commercial banks, fintechs and other lenders.

Embraer E-jets gain India certification

Embraer has secured Type Certification from India's Directorate General of Civil Aviation (DGCA) for several aircraft in its E-Jets family, including the E190, E195 and E195-E2, paving the way for broader operations in the country. The certification supports Embraer's ambitions in India's growing regional aviation market and aligns with the government's UDAN connectivity programme. The E195-E2, the latest-generation variant, offers improved fuel efficiency, lower operating costs and a 2x2 cabin layout with no middle seats. More than 1,900 E-Jets have been delivered worldwide and are in service with over 80 airlines across more than 50 countries. In India, the E175 is already certified and operated by Star Air. Earlier this year, Embraer and Adani Defence & Aerospace signed an enhanced memorandum of understanding to explore establishing a final assembly line for the E175 in India as part of the country's Regional Transport Aircraft programme.



Embraer gains key India certification for E-Jets

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Saudia Cargo to add four Boeing 777 freighters to its fleet



Saudia Cargo B777 aircraft

© AirTeamImages

Saudia Cargo has announced the addition of four Boeing 777-200 freighters as part of its strategy to double its dedicated cargo fleet and strengthen its operational capabilities in line with Saudi Vision 2030 and the National Transport and Logistics Strategy. The fleet expansion will enhance the carrier's global network and enable it to meet rising demand for air freight services, deliver greater value to customers and partners, and reinforce the Kingdom's connectivity with international markets. The first Boeing 777 aircraft is scheduled for delivery in the fourth quarter of 2026, with the remaining three joining the fleet throughout 2027. The new freighters will support Saudia Cargo's network across four continents and provide additional capacity to accommodate growing global trade. In 2025, Saudia Cargo transported more than 570,000 tonnes of freight across a network of more than 90 destinations. The carrier also maintained an on-time performance of over 90%, while holding three IATA CEIV certifications and six ISO certifications. Its Net Promoter Score (NPS) reached 57, reflecting increasing customer confidence.

AIRCRAFT & ENGINE NEWS

Pearl 700 completes 100% SAF flight



© Gulfstream Aerospace Corporation

Rolls-Royce has announced that its Pearl 700 engines have successfully powered the first flight of a Gulfstream G800 using 100% sustainable aviation fuel (SAF), marking a significant milestone in efforts to reduce non-CO₂ emissions from business aviation. The flight formed part of Gulfstream Aerospace's high-altitude flight test campaign to assess the potential of neat SAF to reduce the particulate emissions that contribute to contrail formation at altitudes of up to 50,000ft. The G800 was accompanied by a specially modified Gulfstream G700, also powered by Pearl 700 engines, which served as a flying emissions laboratory. Flying in close formation, the aircraft enabled researchers to collect real-world data on particulate emissions and atmospheric

conditions at altitudes typical of business aviation operations. Led by Gulfstream Aerospace, the campaign brought together the US Federal Aviation Administration (FAA), NASA, the German Aerospace Center (DLR), Missouri University of Science and Technology, Rolls-Royce, Aerodyne Research, Montana Renewables and World Fuel Services. The programme compared conventional Jet A fuel, low-sulphur Jet A and neat hydro processed esters and fatty acids (HEFA) SAF to evaluate the effect of fuel composition on non-CO₂ emissions. Preliminary findings indicate that neat SAF, which contains no sulphur or aromatic compounds, significantly reduces the particulate emissions associated with contrail formation.

U.S. Customs orders ten Airbus H125 helicopters

U.S. Customs and Border Protection Air and Marine Operations (CBP AMO) has ordered ten Airbus H125 helicopters to strengthen its airborne law enforcement, border security and public safety capabilities across the United States. The aircraft will support a wide range of missions, including border surveillance, patrol and tactical operations in demanding environments. Manufactured at Airbus' facility in Columbus, Mississippi, the H125 is widely used for airborne law enforcement missions across North America. Its high visibility cockpit, multi-mission flexibility and low operating costs make it well suited to the operational demands of homeland security agencies. The H125 is equipped with a range of advanced safety features, including a dual-channel Full



H125 helicopter

© Dianne Bond - Airbus

Authority Digital Engine Control (FADEC), an engine data recorder and a dual hydraulic flight control system. Together, these systems reduce pilot workload and enhance safety during complex operational missions.

AIRCRAFT & ENGINE NEWS

Stratos broadens airline portfolio



© Stratos

Aircraft investment specialist Stratos has acquired three leased aircraft, adding Asiana Airlines, Southwest Airlines and Virgin Australia to its portfolio of airline customers while expanding its investor base. The acquisitions comprise an Airbus A321 (MSN 5173) leased to Asiana Airlines, a Boeing 737-800 (MSN 38875) leased to Southwest Airlines, and a Boeing 737-700 (MSN 38128) leased to Virgin Australia. Fraser Chestney, Executive Vice President, Finance & Investment at Stratos, said: "These acquisitions mark another important milestone for Stratos, bringing three leading airlines into our customer portfolio while further expanding our investor base. We remain committed to providing world-class underwriting and delivering attractive, above-market returns." Stratos is a top ten aircraft asset manager and a leading independent aircraft investment

specialist, providing acquisition, remarketing, servicing, advisory and capital-raising services to airlines, lenders and investors in large commercial aircraft. To date, the company has placed, financed and sourced more than 260 new and used aircraft with a combined value exceeding US\$13 billion. It has also raised or traded US\$4.2 billion in aircraft-backed debt and currently manages a fleet of 55 aircraft valued at around US\$3 billion.

Deucalion acquires Vueling-leased A320

Deucalion has acquired an Airbus A320-200 on lease to Vueling Airlines, the Spanish low-cost carrier and a member of International Airlines Group (IAG). The lessor acted as arranger on behalf of an institutional investor and will continue to serve as lease servicer for the duration of the lease. Financial terms were not disclosed. The aircraft was sourced through Deucalion's global origination network and marks the 86th Airbus A320ceo managed by the company since 2004. The acquisition further diversifies Deucalion's managed portfolio by airline, geography and aircraft type, while underscoring continued investor demand for current generation narrow-body assets. "We are pleased to welcome Vueling to our growing portfolio of airline counterparties and to support an established operator with a strong network position in one of Europe's most dynamic short-haul markets," said Nate Riggs, Chief Commercial Officer at Deucalion Aviation. "Demand for narrow-body aircraft remains resilient despite constrained OEM production, and transactions like this enable us to deploy capital into assets with strong long-term value backed by a high-quality operator."

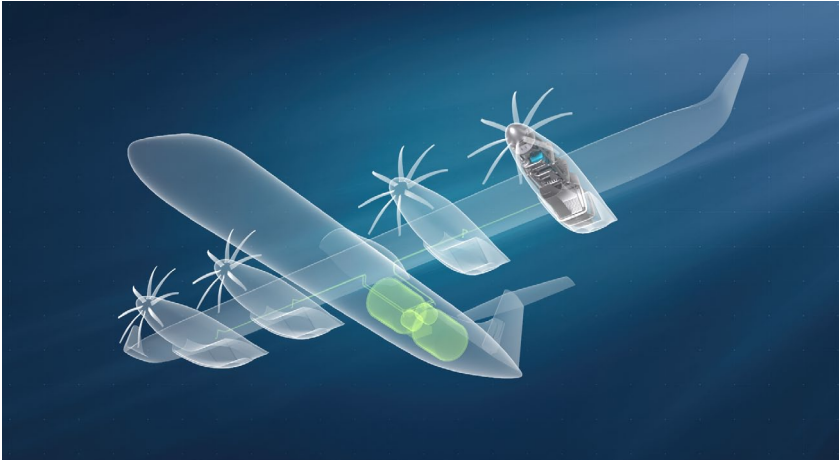


Deucalion has acquired one Airbus A320-200 aircraft on lease to Vueling Airlines

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AIRCRAFT & ENGINE NEWS

Airbus and MTU advance hydrogen engine venture



Hydrogen-powered fuel cell engine mounted on an aircraft

© MTU

Airbus and MTU Aero Engines (MTU) plan to deepen their partnership by establishing a joint venture dedicated to developing and commercialising a fully electric hydrogen fuel cell engine. The planned venture marks the next milestone in the collaboration announced through the memorandum of understanding (MoU) signed at the Paris Air Show in June 2025. The new company will provide a dedicated, agile organisation designed to accelerate the development, design, testing and certification of a hydrogen fuel cell propulsion system for aviation. Airbus and MTU will support the venture with their respective engineering, manufacturing and technology expertise. The non-binding agreement remains subject to customary regulatory approvals and the completion of employee consultation processes at both European and national level. The joint venture is expected to begin operations in 2027. "Our planned joint venture is the next logical step in our shared vision of a hydrogen-based propulsion concept for aviation," said Bruno Fichet, Head of Future Programmes at Airbus. "By pooling our respective technology and expertise into a dedicated entity, we are creating a European powerhouse capable of transforming advanced research into industrialised, certifiable electric propulsion systems. This new company will help secure strategic sovereignty in the next generation of aviation technologies while strengthening our ability to achieve the long-term ZEROe ambition." Hydrogen has the potential to play a significant role in reducing aviation's climate impact over the long term, with the capacity to transform air transport in much the same way that electric vehicles are reshaping the automotive sector. The joint venture reflects the partners' shared ambition to become the technology leader in hydrogen fuel cell propulsion and to deliver the first hydrogen-powered fuel cell propulsion system for a commercial aircraft. It will combine Airbus' extensive commercial aircraft programme expertise, fuel cell propulsion capabilities and liquid hydrogen know-how with MTU's years of fuel cell technology development, alongside its recognised expertise in engine design, integration, validation, certification and maintenance.

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AeroDirect expands CFM56 engine portfolio

AeroDirect has acquired two CFM56-7B26/3 engines previously operated by US-Bangla Airlines, strengthening its portfolio of high-demand narrow-body engine assets. The engines are currently undergoing heavy maintenance at Precise Aviation, an AeroDirect affiliate, before being made available to customers across a range of aftermarket services, including leasing, sale, exchange and repair management. The acquisition forms part of AeroDirect's strategy to expand its inventory of in-demand engines and provide flexible support to airlines, lessors, maintenance providers and other aftermarket customers. The company said it is continuing to build its CFM56 portfolio in line with market demand, focusing on assets that offer strong operational value. AeroDirect is also using its proprietary ADREAM artificial intelligence platform to improve asset evaluation, anticipate customer requirements and optimise aftermarket solutions.



AeroDirect expands CFM56 portfolio with two engine acquisitions © CFM International

AIRCRAFT & ENGINE NEWS

AJet to add five A321neos in fleet boost



AJet will add A321neo aircraft to its fleet from BOC

© AirTeamImages

AJet will expand and modernise its fleet with the addition of five Airbus A321neo aircraft under a new lease agreement with BOC Aviation. The new-generation aircraft, powered by Pratt & Whitney GTF engines, are scheduled for delivery in 2028 and will support the Turkish low-cost carrier's continued growth across Europe, North Africa and the Middle East. The agreement marks the start of AJet's partnership with BOC Aviation and is expected to strengthen the airline's fleet renewal strategy while supporting network expansion and sustainability objectives. AJet Chief Executive Kerem Sarp said the A321neos would play an important role in the airline's growth plans, enabling it to expand its route network while enhancing operational efficiency and improving the travel experience for passengers. BOC Aviation said the aircraft will complement AJet's existing fleet and reinforce its long-term development as the airline continues to broaden its presence across key regional markets.

AerCap Cargo leases three converted freighters to China Southern Air Logistics

AerCap has signed lease agreements with China Southern Air Logistics for three Boeing 777-300ERSF converted freighter aircraft, marking another step in the companies' long-standing partnership. The Boeing 777-300ERSF, known as "The Big Twin", is the first passenger-to-freighter conversion programme developed for the Boeing 777-300ER. The first aircraft is due to be delivered in October 2027, with the remaining two scheduled for delivery in the first and second quarters of 2028. AerCap Chief Executive Officer Aengus Kelly said the agreement would support China Southern Air Logistics' continued growth in the global air cargo market. He noted that the aircraft combine long range, high payload capacity and fuel efficiency, powered by GE90 engines, while integrating seamlessly with the airline's existing Boeing 777 fleet. China Southern Air Logistics said the addition of the converted freighters represents an important milestone in the development of its fleet. Chairman Li Xiao said the aircraft would support the company's strategy of expanding its intercontinental cargo network and strengthen its ability to provide customers with efficient long-haul freight services worldwide.



China Southern Air Logistics has leased three B777-300ERSF Freighters also known as "The Big Twin"

© AerCap

MRO & PRODUCTION NEWS

Setna iO acquires first A320neo for US teardown



Setna iO has acquired its first A320neo for its US teardown programme

© Setna iO

A320neo teardown in the United States, and another step in our continued investment in the global aerospace aftermarket," said Tom Boulcott, Partner & Chief Strategy Officer. "Building on the knowledge and experience gained from previous A321neo programmes, this project further expands our ability to support operators, lessors, and MROs with high-quality used serviceable material and freshly repaired components. "It also opens new opportunities across the SETNA Group. Components will feed our specialist repair capabilities through Zulu Global, Landing Gear Technologies, Setnix, SETNA Parts Lab, and our MRO partners. And with J&C Aero now part of the group, we can offer enhanced support for aircraft interiors, seats and other cabin components, sourced directly from these modern A320neo aircraft, broadening the range of product lines we can support."

Setna iO has completed the acquisition of an Airbus A320neo, previously operated by Spirit Airlines, marking the company's first A320neo purchase for teardown in the United States. The aircraft will be dismantled at AerSale's facility in Goodyear, Arizona, further expanding Setna iO's next-generation narrow-body teardown programme. Recovered components will be processed through Setna iO's integrated repair network, including Zulu Global, Landing Gear Technologies (LGT), Setnix, SETNA Parts Lab and a network of trusted MRO partners. The resulting used serviceable material (USM) and repaired components will support operators, lessors and MROs worldwide. "This acquisition marks our first

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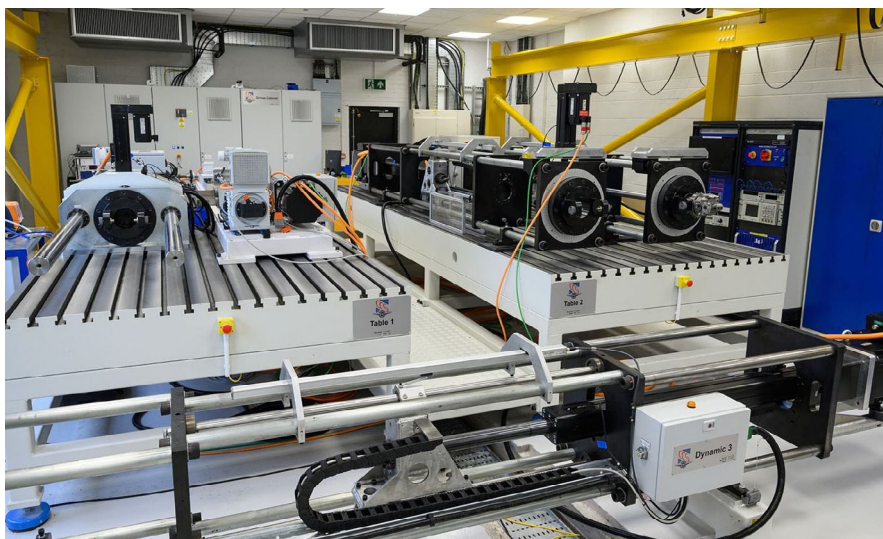
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MRO & PRODUCTION NEWS

Collins accelerates electric aircraft innovation

Collins Aerospace has officially opened its fully operational Engineering Center of Excellence in Wolverhampton, strengthening its capabilities in developing and testing next-generation electric thrust reverser actuation systems (elecTRAS) for commercial aircraft. The UK facility features a new modular and scalable test centre designed to support every stage of aircraft actuation system development, from initial design and validation through to certification. The advanced testing environment enables engineers to assess individual components, actuators, subsystems and complete integrated systems under realistic operating conditions, allowing potential design issues to be identified and resolved earlier in the development process. This is expected to reduce programme delays, lower development costs and provide greater flexibility for future aircraft applications. Collins said the centre represents a significant investment in more-electric aircraft technologies,



The newly opened elecTRAS™ test lab in Wolverhampton, UK, features a scalable, modular, adaptable test rig that enables precise evaluation of multiple system configurations
 © Collins Aerospace

which are becoming an increasingly important focus for aircraft manufacturers seeking to improve efficiency and reduce operating costs. The company's elecTRAS system replaces conventional hydraulic actuation interfaces with an all-electric solution, eliminating hydraulic fluids and simplifying the overall architecture. At aircraft system level, this approach can reduce nacelle actuation weight by between 15 and 20 per cent, contributing to lower fuel consumption, improved operational performance and reduced maintenance requirements. The Wolverhampton centre combines expertise in electric thrust reverser systems with nacelle actuation design, enabling engineering teams to work more closely throughout the product development cycle. Collins said the co-location of specialist skills will accelerate innovation in electric systems, motor control technologies and intelligent control algorithms, while continuing to support existing aircraft fleets already equipped with the technology. The modular design of the new facility also allows testing equipment to be reconfigured for different aircraft programmes and system variants, improving scalability and shortening development times for future products. Collins believes this flexible approach will help meet growing demand from aircraft manufacturers as the aviation industry continues its transition towards more-electric aircraft architectures. The company's elecTRAS technology is already well established in commercial service. It is fitted to the Airbus A350 family and, by 2025, had accumulated more than 15 million flight hours and 2.2 million flight cycles across a fleet of more than 700 aircraft. Collins said the experience gained from those operations is helping to inform the next generation of electric actuation systems, supporting continued advances in efficiency, reliability and aircraft performance as airlines and manufacturers pursue lower operating costs and reduced environmental impact.

SIAEC, Air India explore MRO partnership

SIA Engineering Company (SIAEC) and Air India have signed a non-binding memorandum of understanding (MoU) to explore opportunities to expand their maintenance, repair and overhaul (MRO) partnership and support India's ambition to become a global aviation MRO hub. The MoU builds on the companies' existing collaboration, including a 12-year Inventory Technical Management agreement signed in February 2024 to provide component support for Air India's Airbus A320 family fleet, and SIAEC's appointment in May 2024 as Air India's strategic base maintenance partner for the development of maintenance facilities in Bengaluru. Under the new agreement, the companies will assess opportunities to combine SIAEC's MRO expertise with Air India's operational network to develop a world-class MRO ecosystem in India. The collaboration could also lead to the creation of a joint venture to serve the growing maintenance requirements of the Indian and wider regional aviation markets. SIAEC Chief Executive Officer Chin Yau Seng said the MoU marked an important step in the companies' expanding relationship and would allow both partners to explore opportunities to strengthen Air India's operational capabilities while supporting customers across India and the region. He added that the initiative reflected the country's significant potential to become a leading global MRO centre.

FTAI, AEI team-up on 737-800 freighter solution

FTAI Aviation and Aeronautical Engineers, Inc. (AEI) have formed a partnership to offer a lower-cost Boeing 737-800 freighter solution for airlines worldwide by combining engine maintenance and passenger-to-freighter conversion services. The collaboration brings together FTAI's CFM56 engine maintenance capabilities with AEI's expertise in cargo conversions to deliver customised freighter aircraft with lower operating costs and improved long-term economics. The companies said the partnership is designed to support growing demand for narrow-body freighters, with the Boeing 737-800 expected to play a leading role in the global cargo market. FTAI will provide and maintain lower-cycle CFM56 engines tailored for cargo operations, while AEI will contribute its established conversion expertise. The Boeing 737-800 is the world's most-produced narrow-body aircraft, with nearly 6,000 deliveries, providing a large platform for future freighter conversions. AEI has developed more than 130 Supplemental Type Certificates (STCs) and has completed over 625 aircraft conversions, making it the industry's largest passenger-to-freighter conversion provider.

MRO & PRODUCTION NEWS

Daher opens new aircraft support hub in France

Daher Aircraft has opened a new spare parts, maintenance, equipment overhaul and logistics centre in western France, significantly expanding its support capabilities for a wide range of aircraft, from helicopters and training aircraft to legacy general aviation types produced by its predecessor companies. The purpose-built 6,000 m² facility at Jonzac-Neulles Airport (LFCJ) in the Charente-Maritime department replaces the company's previous operation in Merpins, France, 25 km to the north. The larger site ensures continuity for Daher Aircraft's existing support and services contracts while providing additional capacity for future growth. Its direct access to Jonzac-Neulles Airport's 1,370-metre runway also creates new opportunities for on-aircraft maintenance and technical support.

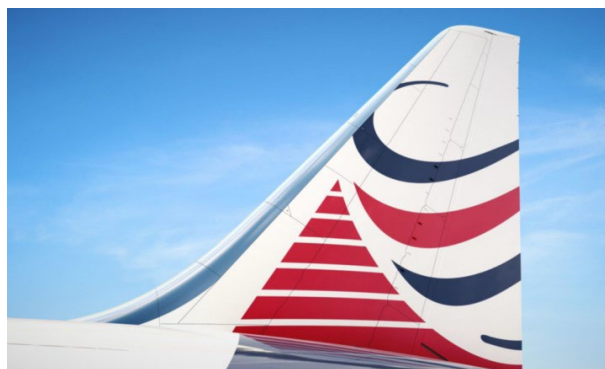


Image of the new Daher Aircraft support and logistics facility in France

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FINANCIAL NEWS

ACG secures US\$1.48 billion unsecured term loan facility



© Aviation Capital Group

Aviation Capital Group (ACG) has secured a US\$1.48 billion unsecured term loan facility through its wholly owned subsidiary, ACG Aircraft Financing Ireland DAC, with the facility guaranteed by ACG. The syndicated facility, involving 33 lenders across multiple countries, matures in July 2031. Funds may be drawn until January 2027, although no amounts have been drawn to date. Proceeds will be used by ACG Aircraft Financing Ireland DAC and, through on-lending, ACG Aircraft Leasing Ireland Limited, another wholly owned ACG subsidiary, for general corporate purposes. These include capital expenditure, the payment or refinancing of existing debt, working capital requirements, and costs associated with the facility. The facility was arranged by DBS Bank Ltd., The Bank of East Asia, Cathay United Bank, China Construction Bank Corporation, CTBC Bank, Industrial and Commercial Bank of China, and Oversea-Chinese Banking Corporation. DBS Bank acted as Global Coordinator, while Wilmington Trust (London) Limited has been appointed as facility agent on behalf of the lenders.

Sentry bolsters regional parts business

Sentry Aerospace (Sentry), a portfolio company of Acorn Capital Management, has acquired Canadian aircraft components distributor AirStart Inc., broadening its position in the regional aviation aftermarket and expanding its presence in North America. AirStart is an independent stocking distributor of rotatable aircraft components, with a strong focus on regional aircraft platforms and an established position in the Canadian market. Founded by Robert Wills, who will continue to lead the business alongside Anne Vinet, the company has built long-standing relationships with airlines, maintenance, repair and overhaul (MRO) providers, and aviation parts distributors in Canada and internationally. Like Sentry, AirStart specialises in supporting aircraft-on-ground (AOG) requirements by maintaining extensive stocks of certified components ready for immediate dispatch. The acquisition enhances Sentry's inventory portfolio, broadens its customer base and strengthens its capabilities in the regional aircraft sector. It also expands the company's global distribution network with AirStart's new facility near Toronto Pearson Airport, complementing Sentry's existing hubs in London, the New York metropolitan area and Dallas, and further strengthening its 24/7 AOG support services. The combined business is expected to generate commercial synergies through cross-selling opportunities, greater inventory availability and an enhanced ability to provide rapid, reliable aftermarket support to customers worldwide.



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MILITARY AND DEFENCE

F119 engine tops one million flight hours



Pratt & Whitney's F119, the world's first fifth-generation fighter engine, has powered the F-22 Raptor for more than 20 years
© US Air Force

Pratt & Whitney's F119 engine has surpassed one million flight hours powering the US Air Force's Lockheed Martin F-22 Raptor, marking a major milestone for the first operational fifth-generation fighter engine. In service for more than 20 years, the F119 provides the F-22 with advanced stealth, thrust-vectoring and supercruise capability, enabling the aircraft to fly at sustained supersonic speeds without afterburner. Each F-22 is powered by two F119 engines, delivering the manoeuvrability and performance that underpin the aircraft's air superiority mission. Pratt & Whitney said the milestone reflects the engine's strong record for reliability, safety and operational readiness. According to Jill Albertelli, President of Military Engines, the F119 continues to deliver the performance required by the US Air Force while maintaining high readiness rates more than two decades after entering service. The F119 also served as the technological foundation

for the F135 engine that powers the Lockheed Martin F-35 Lightning II. Pratt & Whitney continues to support the global F-22 fleet through its sustainment network, combining depot maintenance with ongoing modernisation initiatives, including model-based systems engineering, usage-based lifing and component upgrades to ensure the aircraft remains operationally effective for decades to come. Although the final production F119 engine was delivered in 2013, Pratt & Whitney continues to provide long-term sustainment support for the worldwide F-22 fleet.

Next stage of trilateral fighter jet programme takes off

Edgewing has secured a £4.6 billion (¥\$6.2billion) contract to deliver the next phase of the Global Combat Air Programme (GCAP), the trilateral initiative between Italy, Japan and the UK to develop a next-generation fighter aircraft. Awarded by the GCAP Agency, which manages the programme on behalf of the three governments, the 18-month contract will complete the advanced concept and assessment phase while progressing joint detailed design and development. It is the second international contract awarded to Edgewing, the trilateral



The second joint international contract has been awarded for the Global Combat Air Programme (GCAP)

© Leonardo

prime contractor and design authority for the GCAP aircraft, following a £686 million (US\$919 million) agreement signed in April 2026. The award marks another major milestone for GCAP, maintaining the programme's momentum and reinforcing its role as a flagship model for international defence collaboration. Jointly funded by the three partner nations, the investment will support the next phase of design and engineering activity while demonstrating the long-term commitment of Italy, Japan and the UK to the programme. GCAP Agency Chief Executive Masami Oka said the contract would enable the agency and Edgewing to accelerate delivery, strengthen global security, share costs and technological expertise, and create highly skilled jobs across all three nations. One year after its formation, Edgewing continues to bring together expertise from across Italy, Japan and the UK as the programme's trilateral prime contractor and design authority. Chief Executive Marco Zoff said the latest award reflected the confidence placed in Edgewing by the partner nations and the GCAP Agency, building on the progress achieved under the first international contract. He added that the programme's collaborative delivery model – bringing together three national industries under a single engineering prime – was helping to accelerate development. GCAP is also supported by wider trilateral industrial partnerships, including the GCAP Electronics Evolution (G2E) consortium, which is developing the aircraft's advanced sensing and communications system, and the power and propulsion consortium responsible for its next-generation propulsion system. Launched in 2022, GCAP aims to deliver a sixth-generation stealth fighter by 2035. The programme is expected to strengthen industrial capability, advance design and manufacturing expertise, create high-value jobs and intellectual property, and provide the partner nations with the capabilities needed to meet future security challenges.

MILITARY AND DEFENCE

NATO picks Saab GlobalEye to replace existing AEW&C fleet

NATO has selected Saab's GlobalEye as its next-generation airborne early warning and control (AEW&C) platform and will begin formal negotiations for the acquisition of up to ten aircraft, Secretary General Mark Rutte announced at the Alliance's summit in Ankara, Türkiye. The procurement forms part of NATO's programme to replace its existing AEW&C fleet and modernise its surveillance and situational awareness capabilities. Based on the Bombardier Global 6500 business jet, GlobalEye combines Saab's Erieye Extended Range radar with an advanced suite of sensors and a multi-domain command and control (C2) system. The platform provides long-range surveillance across land, sea and air, enabling the detection and tracking of low-observable targets, drones, ballistic and hypersonic missiles, even in environments affected by heavy clutter and electronic jamming.



NATO will begin formal negotiations with Saab regarding the acquisition of up to ten GlobalEye Airborne Early Warning & Control systems
© Saab

ZeroAvia and Marshall Aerospace target hydrogen defence aircraft



ZeroAvia and Marshall Aerospace have entered a collaboration to develop hydrogen-electric capability for defence platforms
© Marshall Aerospace

ZeroAvia and Marshall Aerospace (Marshall) have formed a collaboration to develop hydrogen-electric propulsion and power systems for military aircraft. The partnership combines ZeroAvia's flight-tested hydrogen-electric technology with Marshall's expertise in military aircraft modification, integration and certification. The companies will focus on integrating hydrogen-electric systems into both new and existing defence platforms, supporting applications including uncrewed aerial systems (UAS), intelligence, surveillance and reconnaissance (ISR), logistics, training and special mission aircraft. The collaboration aims to accelerate the adoption of next-generation propulsion by addressing hydrogen storage, aircraft integration, thermal management, safety, certification and through-life support. The technology is expected to improve endurance, reduce acoustic and thermal signatures, lower operating costs and increase operational flexibility. "This collaboration is about translating the promise of hydrogen-electric propulsion and power into real operational capability for military users," said Christine Ourmieres-Widener, Executive Chair of ZeroAvia. "Many military applications require greater endurance, lower thermal signatures and improved operational flexibility than existing electric propulsion technologies can provide today. By combining our validated propulsion technology with Marshall's deep integration and certification expertise, we can accelerate the pathway to deployment." ZeroAvia has already achieved major flight-test and regulatory milestones with the UK Civil Aviation Authority and the US Federal Aviation Administration. The company also holds more than 3,000 pre-orders for its ZA600 and ZA2000 hydrogen-electric propulsion systems from airlines, OEMs and defence customers worldwide.

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OTHER NEWS

AMAC Aerospace has launched **AMAC Academy**, a new aircraft maintenance training programme designed to develop highly skilled maintenance professionals through hands-on, industry-focused training at EuroAirport Basel-Mulhouse-Freiburg. The first intake is scheduled for January 2027. Based at the facilities of **AMAC Aerospace Switzerland AG**, the Academy has been developed in line with EASA Part-147 and FOCA requirements. It will prepare students for the EASA Part-66 Basic Licence in either Category B1.1 (mechanical systems and turbine engines) or Category B2 (avionics). Students will train within AMAC Aerospace's live operational environment, gaining direct access to aircraft, components, workshops and experienced aviation professionals. The full-time programme is delivered in English and combines classroom learning with practical experience. Graduates will receive a Certificate of Recognition, enabling them to apply for an EASA Aircraft Maintenance Licence (AML) with reduced practical experience requirements. Completion of the EASA Part-147 programme allows graduates to apply for an EASA Part-66 licence after four years instead of five. "Our training programmes are designed to fully meet all EASA Part-147 requirements and equip students and professionals with the knowledge, skills, and practical experience needed to succeed in today's aviation industry," stated Ruedi Kurz, Director AMAC Academy, Training.



AMAC Academy will train the next generation of aircraft maintenance professionals
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OTHER NEWS



© Airbus

Airbus expects long-term demand for air travel to remain strong over the next two decades, driven by urbanisation, economic growth and the continued expansion of the global middle class, according to its 2026-2045 Global Market Forecast. The aircraft manufacturer predicts that growth will increasingly come from smaller cities rather than major metropolitan centres. Rising incomes, expanding middle-class populations and larger diaspora communities are expected to create demand for new direct air links between smaller and medium-sized cities. More efficient aircraft and growing passenger numbers are making these routes commercially viable, while aviation continues to play a vital role in connecting people, supporting trade and sustaining regional economies. Airbus believes airline networks will become more decentralised as smaller urban centres grow almost three times faster than larger cities. Aircraft such as the A220, A321neo, A321XLR, A330neo and A350 are already enabling airlines to operate new

point-to-point routes that were previously uneconomical. Examples include Lisbon to Recife, Dublin to Nashville, Algiers to Kuala Lumpur and Taipei to Phoenix. The company's product strategy reflects these market trends. Airbus currently has an order backlog of around 9,000 aircraft, supporting planned production increases across its entire commercial aircraft portfolio. More than 70% of outstanding A320-family orders are for the larger A321neo and A321XLR, which are well suited to serving new city pairs. The A330neo and A350 are expected to meet growing demand on higher-capacity and long-haul routes, while the A350 Freighter is also gaining traction in the air cargo market. Passenger demand is forecast to remain resilient despite short-term challenges such as geopolitical tensions and volatile fuel prices. Airbus expects global passenger traffic to grow by an average of 3.9% annually until 2045, supported by projected GDP growth of 2.6% a year, an additional 1.3 billion people living in urban areas and a further 1.4 billion people joining the middle class. As a result, annual passenger numbers are forecast to more than double to around ten billion by 2045. The Asia-Pacific region is expected to account for much of this growth, reflecting the increasing economic importance of countries including India, Vietnam, Indonesia and Malaysia. Airbus also expects international migration and travel to visit friends and relatives to become increasingly important drivers of passenger demand. To meet future requirements, Airbus forecasts demand for 42,060 new aircraft over the next 20 years. This includes 19,820 aircraft replacing older models and 22,240 aircraft supporting market growth. Around 81% of deliveries are expected to be single-aisle aircraft, with the remaining 19% comprising wide-body jets, reflecting airlines' preference for more fuel-efficient and lower-emission fleets. Fleet renewal is expected to accelerate as airlines replace ageing aircraft introduced before and shortly after the pandemic. Airbus forecasts that by 2045 almost the entire global commercial fleet will consist of the latest generation of aircraft, compared with around 39% in 2026, significantly improving fuel efficiency, operating economics and environmental performance.

Aviation is preparing to handle twice as many passengers within a generation without doubling the number of airports, aircraft or border staff, according to **SITA's** Impact Report 2025, which highlights technology as the key enabler of future growth. With the industry expected to carry eight billion passengers a year within the next 20 to 25 years, rising to ten billion by 2050, the report outlines how airlines, airports, governments and travel partners are using digital technology to increase capacity, improve operational resilience and reduce environmental impact. According to SITA Chief Executive David Lavorel, the industry is increasingly relying on software rather than infrastructure to meet future demand. Airports are expanding capacity within existing facilities, governments are using digital technologies to accelerate



Technology to unlock aviation capacity

© SITA

border processing, and artificial intelligence is moving from trials into day-to-day operational use. The report highlights several examples of digital transformation. Some of the most visible changes are at the border. In Aruba, pre-cleared passengers complete border checks in as little as eight seconds (78% faster than before), using digital travel credentials and biometric verification. SITA also said more than 271 million travellers receive pre-arrival risk assessments each year, with most completed in under four seconds. Artificial intelligence is also being deployed across airline and airport operations. SITA's OptiFlight platform processed 2.9 million flights for 59 airlines during 2025, helping save 127,732 tonnes of fuel and reducing carbon dioxide emissions by the equivalent of 403,633 tonnes. AI-based airport management systems are improving turnaround performance at Toronto Pearson and Abu Dhabi airports, while Thai Airways has reduced baggage rebooking times from three minutes to one second using SITA's WorldTracer Auto Reflight system. The report also points to technology's role in improving operational resilience. During trials at France's Reims Control Centre, shared real-time weather information helped cut weather-related delays by up to 65%. During the 2024 CrowdStrike outage, more than 460 flights continued operating using SITA Maestro DCS, while the company's operational support ensured zero downtime during Hajj 2025. Other developments include a 90% reduction in genuinely lost bags for airlines using Apple AirTag location sharing through SITA WorldTracer, while Frankfurt Airport's new Terminal 3 has been developed around a digital-first common-use concept created with SITA and CCM. SITA also reported strong financial performance in 2025, with revenue rising 7% to US\$1.71 billion, marking a fourth consecutive year of growth. The company continued to invest in research and development, acquired airport interior design specialist CCM, and expanded co-innovation projects through SITA Labs. On sustainability, SITA reduced its emissions by 1.3% year on year, taking total emissions reductions to 32% compared with 2019 levels, while 90% of the electricity used across its global offices now comes from renewable sources.

OTHER NEWS

Pan Am Flight Academy has signed a strategic cooperation and representation agreement with **EPA Training Center**, Latin America's largest regional aircraft simulator training provider. The partnership establishes Pan Am Flight Academy's commercial presence in Curitiba, Paraná, strengthening its position in the Latin American aviation market and supporting its ongoing international expansion. Under the agreement, EPA Training Center will represent Pan Am Flight Academy in Brazil, providing local commercial support, customer engagement and business development. By combining EPA's strong industry relationships with Pan Am Flight Academy's global training expertise, the partnership will enhance the Academy's visibility and accessibility in one of the world's fastest-growing aviation markets. With more than 50 years of experience, EPA Training Center is one of Brazil's leading aviation training organisations, playing a key role in the development of pilots and aviation professionals across the country.



Pan Am Flight Academy is broadening its presence in Brazil
© Pan Am Flight Academy

INDUSTRY PEOPLE



Zilvinas Lapinskas

Avia Solutions Group has appointed **Zilvinas Lapinskas** as Chief Executive Officer, effective July 7, to lead the next phase of the company's global expansion. Lapinskas brings extensive international aviation experience and a strong track record of scaling businesses in highly regulated markets. As CEO of FL Technics Group, he transformed the company from a European MRO provider into a global operation serving Tier 1 airlines across multiple continents. He will remain a member of Avia Solutions Group's Board of Directors and continue leading FL Technics until the end of July, when his successor will be announced. After nearly nine years as CEO, **Jonas Janukenas** will transition to the role of Chief Financial Officer, where he will focus on capital allocation, financial strategy and supporting the Group's long-term growth plans. "I am honoured to lead Avia Solutions Group at such an important moment in its development," said Lapinskas. "The Group has built a strong foundation for sustainable growth over the past several years, and I look forward to accelerating that momentum. My immediate priority is to strengthen our operational footprint and build long-term partnerships that will support our continued success in a highly competitive market."



Anko van der Werff

SAS has announced that President and CEO **Anko van der Werff** will leave the airline at the beginning of 2027 after accepting the role of CEO at Air Canada. The Board of Directors said van der Werff will remain in post until his departure, ensuring leadership stability while the airline continues to deliver on its strategic priorities, maintain reliable operations and provide a high-quality experience for customers, employees and stakeholders. The Board has begun the process of identifying his successor, while stressing that SAS will continue to follow its existing strategy without disruption. Van der Werff joined SAS in 2021 and has overseen one of the most significant periods of change in the airline's history. Under his leadership, the carrier completed a comprehensive restructuring programme, strengthened its financial position and improved operational performance. SAS said its sustained focus on reliability has helped it become the world's most punctual airline. The company has also invested heavily in improving the customer experience, both on board and across its wider service offering. Continued investment in products, digital connectivity and fleet renewal has been a key part of that strategy. Most recently, SAS announced a record order for up to 40 Airbus wide-body aircraft, marking the largest fleet investment in the

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airline's history and underlining its long-term commitment to operational excellence and dependable service. Another major milestone during van der Werff's tenure was SAS joining the SkyTeam alliance, a move that has expanded the airline's global reach, strengthened partnerships with international carriers and improved connectivity for passengers. Looking ahead, SAS said its priorities remain unchanged. The airline will continue to deepen cooperation with SkyTeam partners, strengthen operational excellence, enhance reliability and deliver a consistent, high-quality travel experience across its network. The company said it remains fully focused on executing its long-term strategy and building on the progress achieved over the past several years as it prepares for a smooth leadership transition in early 2027.

THE AIRCRAFT AND ENGINE MARKETPLACE

Commercial Jet Aircraft

Aircraft Type	Company	Engine	MSN	Year	Available	Sale / Lease	Contact	Email	Phone
B737-800 SF	GA Telesis		33814	2004	Now	Sale / Lease		aircraft@gatelesis.com	

Commercial Engines

CF34 Engines	Sale / Lease	Company	Contact	Email	Phone
(1) CF34-10E6	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950

CFM Engines	Sale / Lease	Company	Contact	Email	Phone
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(1) CFM56-5C4	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
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(1) CFM56-5B4/P	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
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(1) CFM56-7B26					
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(1) CFM56-7B26E					
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(2) CFM56-7B26	Now - Sale / Lease	GA Telesis		engines@gatelesis.com	
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(1) CFM56-5B4/P	Now - Sale / Lease				
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(1) CFM56-5B4/P	Now - Sale	BBAM	Steve Zissis	info@bbam.com	+1 787 665 7040
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(1) CFM56-7B26	Now - Lease				
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(1) CFM56-7B26/3	Now - Lease				
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(4) CFM56-5B6/P	Now - Sale				
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(3) CFM56-5B5/P	Now - Sale				
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GEnx Engines	Sale / Lease	Company	Contact	Email	Phone
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(2) GEnx-1B74/75/P2	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
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LEAP Engines	Sale / Lease	Company	Contact	Email	Phone
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(1) LEAP-1B	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
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(1) LEAP-1B28	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
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(1) LEAP-1B27					
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Commercial Engines

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

Aircraft and Engine Parts, Components and Misc. Equipment

Description	Company	Contact	Email	Phone
(2) GTC331-200ER, (2) GTC131-9A, (1) GTC131-9B	Setna IO	David Chaimovitz	david@setnaio.com	+1-312-549-4459
(1) A321 Enhanced Landing Gear 2020 OH				
(3) A340 LG Shipset, (1) B777 LG Shipset (3) B737 LG Shipset, (11) A320 LG Shipset, (1) B757 LG Shipset, (1) 767 Shipset	GA Telesis		landinggearsales@gatelesis.com	
(3) 131-9A, (9) 131-9B (Max compliant)	GA Telesis		apu@gatelesis.com	+1-954-849-3509
(1) 331-500, (1) PW901, (1) 131-9B				
Engine stands: CF6-80C2, CFM56-5A/B/C, PW4000			stands@gatelesis.com	+1-954-676-3111
(2) APU GTC131-9B	Willis Lease	Gavin Connolly	gconnolly@willislease.com	+44 1656 765 256
Engine stands now available	Now - Lease			

