

Weekly Aviation Headline News

“ We have two flight tests left, and we should be done real soon here.
Chris Payne, Boeing Vice President and General Manager, 737 MAX development programmes ”



Boeing 737-10

© Boeing

Boeing Nears Conclusion of Engine Anti-Ice System Regulatory Certification for MAX 7 and MAX 10 Jetliners

Certification for these aircraft is years behind schedule and has allowed Airbus to dominate the narrow-body market

Boeing has entered into the final stages of obtaining regulatory certification for an engine anti-ice system fix for its 737 MAX jetliner, which will eventually see the long-delayed MAX 7 and 10 versions enter into service. The redesign has successfully addressed an issue that could cause overheating and possible engine failure, and which has been the largest hurdle to overcome in order to obtain certification of both the smallest and largest versions of Boeing's best-selling jetliner. In May this year, the U.S. Federal Aviation Administration said it anticipated certifying the smaller 737 MAX 7 this summer, while the more profitable MAX 10 is 98% through certification flight testing, executives told reporters ahead of next week's Farnborough Airshow. According to aviation analytics firm Cirium, Boeing has already built about 30 MAX 7s and nine MAX 10s which are currently awaiting delivery. The larger MAX 10 accounts for at least 28% of outstanding MAX orders. "We have two flight tests left, and

we should be done real soon here," said Chris Payne, Boeing vice president and general manager for 737 MAX development programmes. Certification of the MAX 7 and 10 is years behind schedule, which has allowed European planemaker Airbus to expand its lead in the narrow-body market. Part of the reason for the delays is that Boeing has had to work through a more stringent certification process following two fatal MAX 8 crashes in 2018 and 2019, as well as scrutiny of the company's production and quality systems after a January 2024 mid-air cabin panel blowout on a nearly new Alaska Airlines MAX 9. According to Reuters news agency, after the anti-ice system issue was discovered in 2021, regulators allowed the MAX variants already in service - the MAX 8, 8-200 and 9 - to continue flying and for Boeing to keep making them but delayed certification of the other versions. The 737 MAX's LEAP-1B engine is produced by CFM International, a joint venture of GE Aerospace and France's Sa-

fran and for the existing MAX fleet, Boeing says most of the engine anti-ice retrofit can be done within a maintenance shift, though it also requires installing new wiring that is more invasive. Executives said Boeing was working with regulators on a schedule that would allow airlines to make the repair when their planes are already in the hangar for heavy maintenance checks, reducing disruption and costs. The MAX 10 will also introduce an updated flight crew alerting system, known as an enhanced angle-of-attack system, to meet safety requirements imposed by Congress following the two fatal MAX crashes. It is understood that all in-service 737 MAX jets will have the new system installed within two years after regulators certify it. Boeing is also more than 50% through certification flight testing for the 777-9 and is "on track" to start delivering the new wide-body jet next year, said Terry Beezhold, Boeing vice president and general manager of the 777-9 program.

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AIRCRAFT & ENGINE NEWS

AES JV acquires 14 CFM56-7B engines

Aero Engine Solutions (AES) and Aero Engine Leasing have signed an agreement with a major airline to acquire 14 overhauled CFM56-7B engines through a new joint venture with a leading institutional investor. The acquisition marks a significant milestone for the companies, expanding their engine portfolio and strengthening their ability to supply operators with serviceable assets as demand for overhauled engines continues to grow. The partners said the joint venture underlines the importance of strategic partnerships in enabling investment and improving access to high-quality engine assets in an increasingly supply-constrained market.

Orders and deliveries – Boeing and Airbus

Airbus v Boeing: Orders and Deliveries

June 2026 YTD (net orders)

Airbus			Boeing		
Type	Orders	Deliveries	Type	Orders	Deliveries
A220	158	44	737	256	243
A320 Family	575	271	767	6	16
A330	22	10	777	37	15
A350	66	26	787	109	40
Total	821	351	Total	408	314

Source: Airbus

Source: Boeing

Azorra completes 52 transactions in Q2



Image of an Embraer E2 jet in Azorra livery

© Azorra

the acquisition of DAE's eight-aircraft Airbus A220-300 orderbook, two of which have already been delivered to TAAG Angola Airlines. In addition, the company exercised options for 15 Embraer E195-E2 aircraft, further strengthening its next-generation fleet portfolio and reinforcing its commitment to meeting growing customer demand worldwide

Azorra completed 52 transactions during the second quarter (Q2) of 2026, reflecting continued momentum across its leasing, trading and portfolio management activities. During the quarter, Azorra signed and extended leases for nine aircraft and five engines. It acquired eight aircraft, seven engines and one airframe, delivered eight aircraft and seven engines, sold five aircraft and two airframes, and added commitments for 21 additional aircraft to its orderbook. The company also completed three significant portfolio acquisitions: 12 Airbus A220-300 aircraft from EGYPTAIR; 49 Embraer E-Jets and two CF34-10E engines from Dubai Aerospace Enterprise (DAE); and 13 Embraer E190 airframes and 36 CF34-10E engines from JetBlue. Azorra further expanded its orderbook through

Embraer launches Phenom 300EV

Embraer has unveiled the upgraded Phenom 300EV, introducing new safety technologies, performance improvements and cabin enhancements to the world's fastest and longest-range light jet. The most significant addition is Garmin Emergency Autoland, making the Phenom 300EV the largest business jet equipped with the system, which can perform a fully automated landing in the event of pilot incapacitation. The aircraft also gains class-exclusive Autobrake for take-offs and landings, while a new Embraer-developed multi-purpose electronic controller integrates rudder-by-wire and other electronically controlled functions to reduce pilot workload and simplify maintenance. The upgraded Garmin G3000 Prodigy Touch flight deck adds runway and taxi situational awareness, synthetic vision guidance, FANS 1/A+, RNP AR 0.3 and an inertial reference system. These complement existing features such as Autothrottle, Emergency Descent Mode and the Runway Overrun Awareness and Alerting System (ROAAS). Performance improvements include an increased range of up to 2,055nm and a higher maximum zero-fuel weight, adding around 430lb of payload capacity. The aircraft also features new True Blue Power lithium-ion batteries and LED taxi and landing lights to improve reliability and dispatch performance. Cabin upgrades focus on connectivity and passenger comfort. The Phenom 300EV will offer factory-installed Gogo Galileo low-Earth orbit satellite connectivity, while Starlink will be available as a retrofit through a supplemental type certificate (STC).



Phenom 300EV jet

© Embraer

AIRCRAFT & ENGINE NEWS

Lufthansa unveils centenary A350-1000

Lufthansa's special anniversary fleet will soon welcome another addition as the airline's first Airbus A350-1000 has been painted in its centenary livery at Airbus' Toulouse facility. The aircraft features a blue fuselage with a white XXL crane and the markings "1926 | 2026" and "100". A total of 432 litres of blue paint and 246 litres of white paint were used to create the special design. The A350-1000 is scheduled to be transferred from Toulouse to Munich this autumn. Before delivery, the aircraft will complete several test flights, further interior work and the final acceptance inspection. It will carry the registration D-AIFA and the name Deutschland, while an official naming ceremony will take place at a later date. The first A350-1000 is also significant as it will become the 700th aircraft Airbus has delivered to the Lufthansa Group. At 73.8 metres in length, the A350-1000 is seven metres longer than the A350-900. The long-haul aircraft will accommodate 300 passengers across four cabin classes: First, Business, Premium Economy and Economy. Lufthansa has ordered 15 A350-1000s, with deliveries scheduled by 2030. The aircraft is the seventh in Lufthansa's fleet to carry a special livery marking the airline's 100th anniversary. Already in service are an Airbus A350-900, Airbus A380, Boeing 787-9, Boeing 747-8 and two Airbus A320neo aircraft wearing the commemorative design. According to Lufthansa, the special livery has attracted considerable attention from passengers and aircraft spotters worldwide.



Lufthansa's special anniversary fleet will welcome the very first A350-1000

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AIRCRAFT & ENGINE NEWS

WestJet charts growth with 13 Boeing 737-10s



WestJet bets on the B737-10 for its growth strategy

© ACG

WestJet has signed long-term lease agreements with Aviation Capital Group (ACG) for 13 Boeing 737-10 aircraft, supporting the airline's fleet renewal and growth strategy. The agreement follows ACG's delivery of two Boeing 737-8s to the Canadian carrier in February 2026. ACG expects to deliver the first Boeing 737-10 from its orderbook to WestJet once the aircraft receives type certification. The 737-10s will expand WestJet's Boeing narrow-body fleet, providing additional capacity for domestic and international growth while maintaining fleet commonality. The aircraft are also expected to improve fuel efficiency, reduce emissions and lower operating costs per seat. "This long-term lease agreement for 13 Boeing 737 aircraft with Aviation Capital Group supports WestJet's growth plans and gives us added flexibility as we scale to meet guest demand," said Mike Scott, Chief Financial Officer and Executive Vice President of the WestJet Group. "Shifting deliveries to the 737-10 is a strategic step that helps ensure we have the right aircraft in our fleet to serve our guests reliably over the long term."

Nova Scotia Department of Natural Resources completes H125 fleet renewal

Airbus Helicopters has delivered the fourth and final H125 to the Nova Scotia Department of Natural Resources (NSDNR), completing the province's fleet renewal programme. Ordered in 2024, the four new helicopters replace a fleet that entered service in 2016. They will support a range of critical provincial missions, including wildfire response, search and rescue, aerial surveillance, and the transport of personnel and supplies to remote areas. "These helicopters are essential tools for responding quickly to emergencies, supporting wildfire response, search and rescue, and other critical work that helps keep Nova Scotians safe," said Minister of Natural Resources Tory Rushton. "Thank you to the team at Airbus for working closely with our Air Services team to ensure these aircraft are equipped for their wide range of duties." The helicopters have been tailored to NSDNR's operational requirements with Canadian-designed supplemental type certificates and specialised mission equipment. Features include high-visibility doors, cargo pods, longline capability, cargo mirrors, an enlarged floor window, a cable cutter, a litter kit and an optimised utility panel.



The NSDNR has taken delivery of its fourth H125 helicopter

© Airbus / Mike Reyno

e-Smart secures lease for up to 20 BETA electric aircraft



ALIA A250 aircraft

© SLI

e-Smart Group has signed a leasing agreement with aerospace asset finance specialist SLI for up to 20 BETA Technologies electric aircraft, supporting the rollout of its air cargo operations, initially in Europe. The agreement covers a mix of BETA's ALIA CX300 conventional take-off and landing (CTOL) aircraft and ALIA A250 vertical take-off and landing (VTOL) aircraft. The deal converts e-Smart's November 2025 order for up to 20 BETA aircraft into an operating lease structure, replacing upfront capital expenditure with fixed monthly lease payments. SLI, the aerospace asset finance arm of Libra Group, will own the aircraft and lease them to e-Smart. The transaction marks one of the first instances of a BETA aircraft operator using a leasing model to finance fleet expansion, reflecting growing interest in alternative financing for advanced air mobility (AAM) aircraft. SLI has orders for up to 190 electric aircraft and autonomous cargo drones and aims to accelerate adoption of next-generation aviation through flexible leasing solutions. e-Smart, which provides logistics services for e-commerce and other time-critical sectors, said the agreement will support the global expansion of its electric fleet. The company expects advanced air mobility aircraft to transform cargo transport by providing a zero-emission alternative to road and rail logistics.

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AIRCRAFT & ENGINE NEWS

Vietnam Airlines wet leases A320neo from Cebu Pacific



Cebu Pacific has entered into a wet lease agreement with Vietnam Airlines

© Cebu Pacific

Cebu Pacific has signed a wet lease agreement with Vietnam Airlines to provide one Airbus A320neo for operations in Vietnam during the peak summer travel season. The Pratt & Whitney-powered aircraft will be based in Ho Chi Minh City and operated by Cebu Pacific pilots and cabin crew from July 15 to September 7, 2026. It will serve domestic routes to Cam Ranh, Phu Quoc, Vinh and Da Nang. The agreement enables Cebu Pacific to deploy aircraft capacity during a period of lower seasonal demand in the Philippines while supporting growing air travel demand in Vietnam and the wider Southeast Asian market. The carrier said the deal highlights its ability to provide wet lease services to other airlines. In 2025, Cebu Pacific wet leased two Airbus A320 aircraft

to Saudi Arabian low-cost carrier flyadeal during the Middle East's peak summer season. Earlier, in 2023, it signed a damp lease agreement with Bulgaria Air covering two A320ceo aircraft to support rising travel demand in the Philippines.

MRO & PRODUCTION NEWS

ExecuJet secures Falcon 6X FAA and EASA approvals

The European Union Aviation Safety Agency (EASA) and the US Federal Aviation Administration (FAA) have approved ExecuJet MRO Services Belgium to perform both line and heavy maintenance on the Dassault Falcon 6X. The company has also received certification from the civil aviation authorities of Bermuda, Aruba and Guernsey to carry out line and heavy maintenance on the aircraft. In addition, ExecuJet MRO Services Belgium's Dassault MRO GoTeam approval has been extended to include aircraft-on-ground (AOG) support for the Falcon 6X. The approval expands the support network available to Falcon 6X operators and further strengthens the company's position as a trusted Dassault-owned MRO partner in Europe and beyond. The Falcon 6X is Dassault Aviation's latest production aircraft and flagship business jet. With a range of 5,500 nautical miles, it can operate non-stop from London to destinations across North America, Africa, the Middle East and Asia.



ExecuJet MRO Services Belgium can now perform both line and heavy maintenance on the Dassault Falcon 6X

© ExecuJet MRO

Warsaw Cargo selects TP Aerospace for wheels & brakes support



Warsaw Cargo has picked TP Aerospace for wheels and brakes support

© Warsaw Cargo

Warsaw Cargo has selected TP Aerospace's Land For Less (LFL) programme to support the wheels and brakes for its Airbus A321 freighter fleet. The agreement strengthens TP Aerospace's presence in the growing air cargo sector while reinforcing its position in the Polish market. Under the programme, the company will provide a fully integrated wheels and brakes solution designed to maximise availability, reliability and cost efficiency. Established in August 2025, Warsaw Cargo is a start-up cargo airline operating a lean Airbus A321 freighter operation. "The seamless implementation of the LFL programme has been an important step in supporting our

Airbus A321 cargo operations from the very beginning," said Wojciech Niderla, Technical Director at Warsaw Cargo. "Our cooperation with TP Aerospace is particularly valuable given the time-sensitive nature of cargo operations, where punctuality, reliability and fast access to technical support and spare parts are essential to maintaining operational continuity." The programme has already been implemented, with TP Aerospace set to support Warsaw Cargo as the airline expands its operations.

MRO & PRODUCTION NEWS

MTU opens Fort Worth LEAP MRO hub

MTU Maintenance has inaugurated its expanded Fort Worth, Texas, facility and inducted its first CFM International LEAP-1B engine, officially launching operations at the site. The engine, owned by Brazilian carrier GOL Linhas Aéreas (GOL), marks the latest milestone in a maintenance partnership spanning more than two decades. GOL, the launch customer, has worked with MTU since the CFM56 programme and now operates a fleet of more than 60 Boeing 737 MAX aircraft powered by LEAP-1B engines. The airline was the first operator in South America to introduce the engine type. "We are proud to continue our long-standing partnership with MTU as we celebrate this milestone today," said Albert Pérez, GOL's Chief Operating Officer. "MTU's technical expertise and tailored support are crucial to our operations. We rely on their services to ensure the highest reliability and performance for our fleet." The Fort Worth site forms a key part of MTU's strategy to expand its global MRO footprint and increase LEAP engine maintenance capacity in North America. The company plans to introduce maintenance services for GE Aerospace GEnx engines at the facility in a later phase. MTU is investing US\$120 million in the 43,000-square-metre facility, which has been undergoing a major upgrade since the company relocated operations there in 2023. The site now offers full engine disassembly, assembly and test capabilities, supporting growing demand for next-generation narrow-body engine maintenance.



Inauguration of MTU's expanded Fort Worth, Texas, facility

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MRO & PRODUCTION NEWS

Werner Aero acquires A320 for teardown

Werner Aero has acquired an Airbus A320-200 (MSN 3282) from Aero Capital Solutions. The aircraft, currently at Teesside International Airport in the UK, will be dismantled for asset recovery, supporting Werner Aero's supply of serviceable aircraft components to airlines, lessors, and maintenance, repair and overhaul (MRO) providers worldwide. The acquisition expands the company's inventory of Airbus A320-family material, strengthening its ability to provide reliable, cost-effective aftermarket support for Airbus narrow-body operators. Recovered components will be inspected, certified and made available to meet ongoing market demand. "We are pleased to continue expanding our Airbus A320 platform inventory through this acquisition," said Tony Kondo, President and CEO of Werner Aero. "This aircraft represents another important investment in our ability to deliver quality components with the responsiveness, reliability and customer service our partners have come to expect from Werner Aero."



Werner Aero is expanding its Airbus A320 fleet support with acquisition of Airbus A320-200

© Werner Aero

Mammoth adds China 777 conversion line



Representatives from Mammoth Freighters and STAEco at the signing ceremony

© Mammoth

Mammoth Freighters (Mammoth) will expand its Boeing 777 passenger-to-freighter conversion programme to China after selecting STAEco as its newest conversion MRO partner. The company plans to open its first conversion line at STAEco's new Qingdao facility in September 2026, responding to growing demand for wide-body freighter capacity in China and the wider Asia-Pacific region. The site will complement Mammoth's existing conversion lines at Aspire MRO in Fort Worth, Texas, and STS Aviation Services in Manchester, UK. Mammoth will occupy a two-bay wide-body hangar at Qingdao's newly rebuilt airport, with the first aircraft – a Boeing 777-200LR owned by Jetran – scheduled to enter conversion later this year. A second conversion line is expected to become operational in early 2027. The expansion follows the

US Federal Aviation Administration's certification of Mammoth's 777-200LR Mammoth Freighter (777-200LRMF) in April, clearing the aircraft for commercial service. The first two converted aircraft are due to enter service this autumn with Qatar Airways and DHL. Mammoth converts Boeing 777-200LR and 777-300ER passenger aircraft into dedicated freighters. Following FAA certification of the 777-300ERMF, the company plans to begin supplemental type certificate (STC) validation with the Civil Aviation Administration of China (CAAC). Mammoth expects the validation process to be completed before the first 777-300ERMF enters service in China.

MRO & PRODUCTION NEWS

TAT expands Honeywell APU partnership



Work being carried out on an aircraft auxiliary power unit

© AdobeStock/TAT

TAT Technologies has expanded its partnership with Honeywell Aerospace, becoming the sole global authorised distributor of spare parts for the 331-200/250 auxiliary power unit (APU) platform. Under the agreement, TAT has also extended its maintenance, repair and overhaul (MRO) licences for the platform until 2036 and acquired three Honeywell Aerospace 131-9A APUs to strengthen its trading and leasing business. The deal positions TAT as a single-source provider of aftermarket parts and MRO services for the 331-200/250 platform, giving operators, lessors and maintenance providers access to parts supply and repair support through one organisation. According to the company, the arrangement is intended to simplify maintenance planning, reduce supplier coordination and support faster aircraft returns to service. “Our relationship with Honeywell Aerospace has been one of the most important partnerships in TAT’s history, and this agreement reflects the continued strength and trust we’ve built together over the past several years,” said Igal Zamir, TAT’s Chief Executive and President. “Honeywell Aerospace has been an outstanding partner to TAT, and this expansion is a meaningful vote of confidence in our team and the track record we’ve built together.” Zamir said combining exclusive parts distribution with TAT’s existing MRO capabilities would allow the company to support the platform throughout its operational lifecycle, from spare parts supply to repair and overhaul. The agreement also broadens TAT’s reach within the global operator community using the Honeywell 331-200/250 APU platform.

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FINANCIAL NEWS

Nasmyth strengthens UK footprint with Bromford deal

Sigma Advanced Systems, the parent company of Nasmyth, has agreed to acquire UK aerospace manufacturer Bromford Precision Solutions, strengthening the Group’s manufacturing capabilities and reinforcing its position in the global aerospace and defence supply chain. The acquisition expands Nasmyth’s expertise in complex aero engine structures, precision machining and critical engine components, broadening its manufacturing platform for leading aerospace OEMs and Tier One suppliers. Bromford’s specialist capabilities complement Nasmyth’s existing strengths, extending the Group’s portfolio of high-value manufacturing solutions across the civil aerospace, defence and power generation sectors. The enlarged Group will offer customers a wider range of precision manufacturing services, from concept through production, while increasing manufacturing capacity, engineering expertise and supply chain resilience. Founded in 1988 and based in Leicestershire, Bromford Precision Solutions specialises in the manufacture of complex aero engine rings, compressor casings, ducts, brackets and lock plates. The company is approved by Rolls-Royce and Siemens and is recognised for its advanced machining capabilities. The transaction, valued at approximately £11.89 million (US\$15.93 million), is expected to complete by the end of July 2026, subject to customary closing conditions. The acquisition forms part of Sigma Advanced Systems’ international growth strategy and will see Bromford integrated into Nasmyth’s UK manufacturing operations.



Sigma Advanced Systems to acquire Bromford Precision Solutions

© Bromford

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FINANCIAL NEWS

IAG backs wearable robotics

International Airlines Group (IAG) has made a strategic investment in Verve Motion, a wearable robotics company developing exosuits designed to support workers carrying out repetitive lifting tasks. The investment, made through IAGi Ventures, underlines the Group's commitment to innovation to enhance operational resilience, safety and productivity across its aviation operations. The funding round also included new and existing investors, among them personal protective equipment specialist HexArmor. Verve Motion has now raised more than US\$55 million to accelerate the development and deployment of its technology. Founded in 2020 by Spanish entrepreneur Ignacio Galiana and based on research from Harvard University, Verve Motion develops lightweight exosuits that reduce physical strain during manual handling tasks. The technology is already in use across logistics and industrial sectors to improve worker comfort and help reduce the risk of injury. As part of the partnership, IAG will work with Verve Motion to trial an aviation-specific exosuit, initially focusing on shoulder support for baggage handlers. The pilot programme will assess how wearable robotics can ease repetitive lifting tasks and improve performance across ground handling and cargo operations. Nacho Tovar, Group Innovation Director at IAG, said the investment reflects the airline group's strategy of supporting start-ups that address key operational challenges. He added that testing the technology in a live aviation environment would help evaluate its potential to improve the working conditions of colleagues carrying out physically demanding roles while supporting more efficient operations.



IAG will work with Verve Motion to trial an aviation-specific exosuit, initially focusing on shoulder support for baggage handlers

© IAG

GetJet Airlines posts stronger profits in 2025 on stable revenue



© GetJet Airlines

GetJet Airlines delivered solid financial results in 2025, reporting revenue of €165 million (2024: €164 million). EBITDA rose by almost 20% to €13 million from €10.9 million, while net profit reached €9.4 million. According to Inga Douglas, CEO of GetJet Airlines, the results reflect the company's disciplined, long-term approach to growth. "2025 confirmed the strength of our strategy. We have always focused on building the business responsibly — not by growing fast, but by growing sustainably. We have expanded our operations in line with performance, taken a prudent approach to financing fleet

growth, and continuously improved efficiency. This has enabled us to navigate market volatility while maintaining financial resilience. Throughout our history, we have found that a fleet of around 20 aircraft represents the optimal scale for our business. It allows us to remain agile, responding quickly to changing customer and market needs while maintaining consistently high service standards," said Inga Douglas. During 2025, GetJet Airlines expanded its presence beyond the European Union, particularly in the Middle East. The airline secured a partnership with Etihad Airways and, more recently, signed a long-term agreement with Eurowings, part of the Lufthansa Group. To support its growing customer base, GetJet Airlines added six aircraft to its fleet: five Airbus A320-200s and one Boeing 737-800. Following the expansion, the airline now operates a fleet of 20 aircraft, in line with its long-term strategy. Douglas said the company will reinvest its 2025 profits to strengthen its resilience ahead of anticipated market volatility in 2026. Investment will focus on further enhancing the airline's product offering while, over the longer term, expanding its in-house technical capabilities and reducing reliance on third-party maintenance providers. (€1.00 = US\$1.14 at time of publication).

FINANCIAL NEWS

AvAir buys Full Stop Technics



AvAir has acquired Full Stop Technics, adding FAA- and EASA-certified wheel and brake MRO capabilities © Shutterstock

AvAir has acquired Full Stop Technics, adding FAA- and EASA-certified wheel and brake MRO capabilities to its aviation aftermarket business. The acquisition expands AvAir's service offering by combining its inventory business with in-house wheel and brake repair capabilities, enabling the company to provide integrated parts supply and MRO support to airlines, original equipment manufacturers (OEMs) and maintenance providers. The deal follows AvAir's recent acquisition of more than 1,600 wheels and brakes from Lufthansa Technik and supports the company's strategy of strengthening its global aftermarket platform. "This acquisition strengthens AvAir's aftermarket platform by adding certified wheel and brake MRO capabilities," said Mike Bianco, CEO of AvAir. "Full Stop Technics brings the technical expertise and customer-first approach that make it the right fit as we continue to expand support for our customers." AvAir said integrating Full Stop Technics' repair expertise with its inventory operation would improve turnaround times and streamline support for customers requiring both component supply and overhaul services. The acquisition also follows the opening of AvAir's third facility in Dallas, Texas, adjacent to Dallas/Fort Worth International Airport, further expanding the company's North American distribution network.

NOEMI secures funding for electric amphibian flight tests

NOEMI Aerospace has secured NOK30 million (€3 million) from Innovation Norway to support the flight test programme for its electric amphibious aircraft, advancing what could become the world's first certified electric amphibious aircraft for commercial passenger transport. The public funding will be matched by €4 million from private investors, bringing the total funding for the flight test programme to €7 million. The funding will finance one of the programme's most critical phases, covering ground, water and flight testing from initial system checks through to the first flight and the subsequent certification campaign. The results will be used to validate the aircraft's performance ahead of commercial service. The award marks a significant milestone for the Norwegian start-up as it seeks to establish a new category of zero-emission regional aircraft. Meanwhile, construction of NOEMI's first full-scale test aircraft is progressing at the company's development facility at Torp Sandefjord Airport. Wing production is under way, while the electric motors, inverters and battery systems have been installed. Testing of the electric propulsion system is scheduled to begin in August. NOEMI expects to roll out the prototype within the next 12 months and complete its maiden flight by the end of 2027. Designed to operate from both land and water without requiring new infrastructure, the aircraft is primarily aimed at regional passenger transport. The platform is also intended for cargo operations, medical evacuation, search and rescue, firefighting, military missions and other specialist roles. ((€1.00 = US\$1.14 = NOK11.05 at time of publication)).



NOEMI in flight

© NOEMI Aerospace

Norwegian swings to Q2 operating loss

The Norwegian Group reported a weaker financial performance for the second quarter of 2026, although the airline said it maintained a strong focus on cost control and customer satisfaction. Norwegian and Widerøe also ranked among Europe's top-performing airlines operationally as capacity ramped up ahead of the peak summer season. The group posted an operating loss (EBIT) of NOK603 million for the quarter. Results were affected by the Norwegian Supreme Court's decision on the airline's 2020 EU Emissions Trading System (EU ETS) obligations, higher fuel costs and the timing of Easter. Excluding other losses, the group reported an adjusted operating profit of NOK213 million, corresponding to an operating margin of 2%. Unit costs excluding fuel declined compared with the second quarter of 2025, while liquidity remained strong at NOK13.7 billion at the end of the quarter. The Norwegian Group carried 7.8 million passengers during the period, including 6.7 million on Norwegian and 1.1 million on Widerøe services. Norwegian increased capacity (ASK) by 5% year-on-year, while Widerøe expanded capacity by 3%. Norwegian's load factor fell 2.7 percentage points to 82.5%, partly due to the earlier timing of Easter this year. Widerøe recorded a load factor of 72.8%. Looking ahead, Norwegian said booking momentum has improved, with ticket sales now ahead of the same period last year. The airline expects third-quarter capacity (ASK) to increase by 5% year-on-year, with full-year capacity forecast to grow by around 3%. Widerøe expects capacity to increase by 2% across 2026. (US\$1.00 = NOK9.71 at time of publication).

MILITARY AND DEFENCE

GE to supply engines for the UK's AW149 helicopters



GE Aerospace will power the UK's new AW149 helicopter fleet

© Leonardo

GE Aerospace will supply CT7-2E1 engines for 23 Leonardo AW149 helicopters selected for the UK Ministry of Defence's New Medium Helicopter (NMH) programme. The contract includes spare engines, spare parts, long-term support services and technical support. The CT7-2E1 already powers most AW149 and AW189 helicopters in service, with more than 300 engines delivered and over 500,000 flight hours accumulated worldwide. According to GE Aerospace, the engine offers lower weight, reduced fuel consumption and lower maintenance costs than other engines in its power class. Its modular design also enables individual engine modules to be serviced in the field, reducing the need for depot-level maintenance. Under the programme, GE Aerospace will also support Leonardo in delivering economic, social and environmental commitments under the UK's Social Value Model. Activities will include building, maintaining and overhauling CT7-2E1 engines at StandardAero's Gosport facility, while Barnes Aerospace's Newton Abbot site will manufacture engine components for the NMH programme and future export opportunities. GE Aerospace will also leverage its UK facilities in Cheltenham, Cardiff, Prestwick and Gloucester to support apprenticeship schemes, educational outreach, skills development and sustainability initiatives.

Czech Air Force receives first Embraer C-390 Millennium



Handover of the first C390 Millennium aircraft to the Czech Air Force

© Embraer

Embraer has delivered the first C-390 Millennium tactical transport aircraft to the Czech Air Force, completing the handover just 20 months after the contract was signed. The aircraft was officially handed over during a ceremony at Prague Kbely Air Base attended by Czech Minister of Defence Jaromír Zůna, Chief of the General Staff General Miroslav Hlaváč, Czech Air Force Commander General Petr Tománek, and Bosco da Costa Junior, President and CEO of Embraer Defense & Security. The delivery marks a major milestone in the modernisation of the Czech Air Force and expands the C-390 Millennium fleet of European and NATO operators. Brigadier General Jaroslav Falta, Commander of the 24th Air Transportation Base, said the aircraft will significantly strengthen the Czech Air Force's strategic airlift capability, enable long-range transport of personnel, heavy cargo and oversized equipment while supporting NATO missions and domestic

emergency response. Minister of Defence Jaromír Zůna said the C-390 would improve the Czech Armed Forces' readiness, flexibility and ability to deploy troops, equipment and humanitarian aid in support of national and allied operations. Bosco da Costa Junior, President and CEO of Embraer Defense & Security, said the Czech Republic has been an important partner in the C-390 programme since its early stages, with Czech industry playing a key role in the aircraft's development and production. With the delivery, the Czech Republic becomes the latest operator of the C-390 Millennium, further expanding the aircraft's presence in Europe and reinforcing its growing role in the medium tactical airlift market.

INFORMATION TECHNOLOGY

Porter adopts flydocs asset management platform

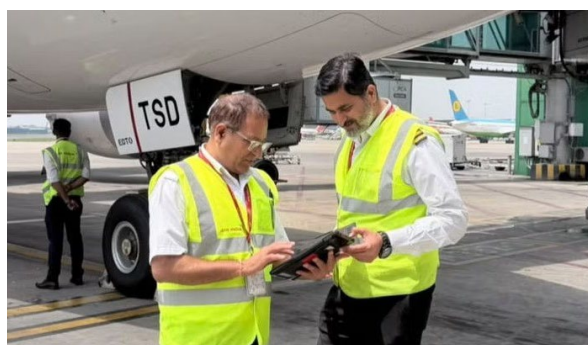


Porter Airlines goes live with Lifecycle Asset Management solution from flydocs
© flydocs

flydocs has completed the migration and go-live of its Lifecycle Asset Management (LAM) solution for Porter Airlines, making the Canadian carrier the first LAM customer in the Americas. The deployment builds on Porter's existing flydocs Digital Records Management (DRM) platform, extending the airline's digital asset management capabilities to improve fleet oversight and operational efficiency. By integrating the DRM and LAM platforms, Porter Airlines will be better equipped to manage lease return requirements using predictive analytics and scenario modelling. The system is designed to support maintenance planning, optimise costs and reduce the risk of penalties during aircraft transitions. The project also strengthens Porter's collaboration with Lufthansa Technik's Digital Tech Ops Ecosystem – Swiss AviationSoftware, developer of the AMOS maintenance and engineering platform. Alongside the LAM implementation, the partners have launched Tech Ops Live, providing real-time fleet visibility through a single mobile application.

Air India rolls out digital technical logbooks

Air India has taken another step in its transformation programme after the Directorate General of Civil Aviation (DGCA) approved the use of electronic technical logbooks (ETL) as the primary technical record for its Boeing 787 fleet and authorised parallel implementation across its Boeing 777 fleet. The approval makes Air India one of the first airlines to introduce electronic technical logbooks across its entire Boeing 787 fleet, marking a significant milestone in its digital transformation. The airline said the move supports its strategy of using technology to improve operational performance, safety, reliability and sustainability. The electronic technical logbook replaces traditional paper-based maintenance records with a secure digital platform, enabling faster, more accurate and more efficient management of aircraft maintenance and engineering activities. The system provides real-time information sharing between maintenance engineers and operational teams, improving coordination, speeding up defect reporting and rectification, and enhancing aircraft dispatch reliability. The platform also strengthens data integrity, traceability and regulatory compliance, while providing advanced analytics to support predictive maintenance and engineering decision-making. In addition, the paperless system significantly reduces paper consumption, supporting Air India's sustainability objectives.



Air India goes digital to manage its wide-body Boeing fleet

© Air India

OTHER NEWS



Wizz Air is expanding its presence in Spain with the launch of two new bases © AirTeamImages

Wizz Air is significantly expanding its presence in Spain with the launch of two new operational bases at Madrid and Valencia, marking one of the airline's largest investments in the country. The Valencia base will open on November 2, while the Madrid base will open on November 3, with aircraft permanently stationed at both airports to support network growth, improve operational resilience and strengthen the carrier's long-term position in the Spanish market. The new bases represent a major step in Wizz Air's expansion strategy in Spain, where the airline sees strong growth potential. By positioning aircraft locally, Wizz Air will be able to respond more efficiently to customer demand while improving operational flexibility and reliability. The investment also provides the infrastructure needed to support further expansion in the years ahead. As part of the launch, Wizz Air will introduce 13 new routes, including ten domestic services and three international connections. The airline will also open seven entirely new routes within Spain and increase frequencies on a

number of existing services, giving both leisure and business travellers greater choice and improved connectivity across the country and to destinations elsewhere in Europe. The expansion is expected to deliver wider economic benefits beyond aviation. Wizz Air said the new bases will create employment opportunities while supporting tourism, hospitality, airport operations and other businesses that depend on a strong aviation sector. Increased air connectivity is also expected to benefit local communities by making travel more accessible and supporting regional economic development. Initially, the two bases will be home to four aircraft from Wizz Air's modern fleet. The airline said the investment underlines its commitment to operating one of Europe's youngest and most fuel-efficient fleets, while enhancing operational efficiency and improving the customer experience. The move reinforces Spain's strategic importance within Wizz Air's European network and signals the airline's intention to continue investing in the market. By combining new routes, additional capacity and locally based aircraft, Wizz Air aims to strengthen its competitive position while laying the foundations for sustained growth across Spain in the coming years.

OTHER NEWS

The **European Union Aviation Safety Agency (EASA)** has unveiled a sweeping new regulatory framework for Flight Simulation Training Devices (FSTDs), marking the most significant reform of flight simulation qualification in Europe in decades. Introduced through Regulation (EU) 2026/781 and supported by Certification Specifications (CS-FSTD Issue 1), the new framework shifts the focus from fixed simulator types and qualification levels to a flexible, capability-based system that reflects what training devices can actually do. The move is designed to modernise pilot training, encourage innovation and ensure qualification standards keep pace with advances in simulation technology. Flight simulation training devices are a cornerstone of aviation safety, allowing pilots to train, practise and maintain their skills in realistic conditions while improving training efficiency and reducing both environmental impact and operational risk. "Flight simulation has transformed pilot training over the past decades and will continue to play a central role in the future of aviation," said Francesco Gaetani, EASA's Flight Standards Director. "The new framework creates a modern, flexible system that reflects what training devices can actually do rather than how they have traditionally been classified. It supports innovation, enables new technologies to be integrated into training, and helps ensure pilots continue to receive effective, high-quality training in an evolving aviation environment." A key feature of the framework is the new FSTD Capability Signature (FCS), a standardised way of describing a simulator's capabilities using defined FSTD features and fidelity levels. The rules also introduce qualification requirements and guidance for emerging technologies, including touchscreen flight deck interfaces and extended reality (XR) applications. The framework further introduces an optional task-to-tool training methodology, enabling Approved Training Organisations (ATOs) and operators to match the most appropriate simulation device to specific training objectives. The approach offers greater flexibility in designing training programmes while maintaining high safety standards.



© EASA



Frankfurt Airport

© Fraport

Fraport has released that **Frankfurt Airport** welcomed 5.7 million passengers in June 2026, a decline of 1.7% compared with the same month last year. Demand remained strong for destinations in southern and northern Europe, while long-haul traffic increased to the Far East, Africa and Latin America. Passenger traffic to the Middle East continued to recover but was still down 27.0% year on year. During the first half of 2026, Frankfurt handled 28.9 million passengers, down 0.8% compared with the same period in 2025. The sharpest decline was on routes to the Middle East, where traffic fell 35% to around 880,000 passengers, largely due to the conflict involving Iran. In contrast, passenger numbers to Africa rose 8.0% to 1.6 million, while traffic to the Far East increased 6.4% to 3.3 million. Cargo volumes at Frankfurt rose 2.0% year on year in June to 177,676 tonnes, bringing first-half volumes to 1.0 million tonnes, up 1.0%. Aircraft movements declined 4.9% to 39,390, while maximum take-off weights fell 2.3% to around 2.5 million tonnes. For the first six months of the year, aircraft movements were down 3.8% and maximum take-off weights decreased 3.1%. Across Fraport's international portfolio, most airports recorded passenger growth in June. **Ljubljana Airport** welcomed 184,211 passengers, up 12.7%, while Fraport's airports in **Fortaleza and Porto Alegre** handled a combined 1.2 million passengers, an increase of 2.0%. **Lima Airport** served around 2.0 million passengers, up 0.9%, while traffic across Fraport's 14 Greek airports grew 4.7% to 5.6 million passengers. **Bulgaria's Burgas and Varna** airports handled 593,964 passengers, an increase of 8.0%. **Antalya Airport** was the main exception, with passenger numbers falling 9.6% to 4.5 million. Fraport attributed the decline to higher tourism prices and weaker demand for package holidays amid ongoing geopolitical tensions in the Middle East. Across all airports actively managed by Fraport, passenger traffic totalled 19.7 million in June, down 1.1% year on year. For the first half of 2026, traffic across the Group increased 1.0% to 77.7 million passengers.

OTHER NEWS



AkzoNobel has completed a major phase of its €22 million expansion of its Pamiers, France, production site © AkzoNobel

AkzoNobel Aerospace Coatings has completed a major phase of its €22 million expansion of its Pamiers production site in France, boosting manufacturing capacity, technical capabilities and environmental performance. The investment is part of the company's long-term strategy to improve operational excellence while strengthening support for customers in the growing aerospace coatings market. The upgraded facility will expand European production capacity, improve workflow efficiency and accelerate the development of next-generation coating technologies. A central element of the project is a new warehouse adding more than 2,000 m² of storage space for raw materials and finished products. The facility includes temperature-controlled storage cells designed to improve product preservation and inventory management. AkzoNobel has also completed a new 638 m² waste management facility equipped with next-generation sprinkler systems to enhance operational safety. The company has upgraded its Quality Control and Production Services operations, including four new application cabins, a dedicated chromate-products cabin, and eight new laboratory benches with integrated extraction hoods, increasing Quality Control capacity by 166%. Manufacturing capabilities have also been strengthened with new precision weighing systems, additional paint tanks and an automatic bead mill dedicated to next-generation non-chromate coatings. A redesigned production layout is expected to improve workflow, flexibility and manufacturing efficiency. The overall development project remains on schedule, with final construction and equipment installation expected to be completed by the end of 2026. An official inauguration is planned for 2027. (€1.00 = US\$1.14 at time of publication).

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Air Canada has reached a tentative four-year collective agreement with the **International Association of Machinists and Aerospace Workers** (IAMAW), representing around 11,000 employees across the airline's Technical Operations, Maintenance and Operational Support (TMOS)

group. The agreement covers employees in technical operations, airports and cargo, logistics and supply, and recognises their contributions and skills. If ratified, the new contract will take effect on April 1, 2026, and remain in force until March 30, 2030. The tentative agreement is sub-

ject to ratification by IAMAW members, a process expected to be completed in the coming days. If approved, it will become the sixth collective agreement concluded by Air Canada this year.

INDUSTRY PEOPLE



Lorenza Maggio

• The Executive Board of Deutsche Lufthansa has appointed **Lorenza Maggio** as the next Chief Executive Officer of Brussels Airlines, subject to approval by the Board

of Directors of SN Airholding. Maggio will also take on the role of Executive Board Representative to the European Commission. She will succeed Dorothea von Boxberg, who is leaving the company at her own request on August 31, 2026. The date of Maggio's move from Rome to Brussels has yet to be confirmed. An Italian national, Maggio has served on the Board of Directors of ITA Airways since January 2025 as Chief Strategy and

Integration Officer, leading the carrier's integration into the Lufthansa Group and overseeing its strategic development. Before joining ITA Airways, Maggio was Vice President Sales for the Lufthansa Group's network airlines across Europe (excluding home markets), the Middle East and Africa. She previously led brand and customer strategy at Eurowings and served as managing director of an LSG Group subsidiary.

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	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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V2500 Engines	Sale / Lease	Company	Contact	Email	Phone
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(1) V2533-A5	Now - Sale / Lease	GA Telesis		engines@gatelesis.com	
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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) GTC3131-9A, (1) GTC3131-9B	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	
(7) 131-9A, (1) APS3200 "B", (1) APS3200 "C", (9) 131-9B (Max compliant)	GA Telesis		apu@gatelesis.com	+1-954-849-3509
(1) 331-250, (1) 331-300, (1) 331-500, (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			

