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# Weekly Aviation Headline News

> "There is still a drag in terms of our cost and delivery profile, but we've been managing through this environment for several years now."
> *Eric Martel, Bombardier CEO*

Bombardier Private Jet Family *© Bombardier*

## Bombardier cashes in on surging interest in private jets

### Increase in sales likely attributable to new wealth generated from AI startups and SpaceX

Bombardier, the Canadian planemaker headquartered at Dorval, Quebec and best known for its Challenger and Global families of executive jets announced its second-quarter results on Thursday of last week. Profit for the three-month period was higher than anticipated by analysts, helped by robust demand for private jets that also drove a turnaround in free cash flow and expanded the planemaker's order backlog. Currently business jet makers are benefiting from strong demand as a surge of wealth from AI startups and SpaceX creates new customers for private aviation. The company also revealed that its quarterly revenue had grown 6% when compared with the same three-month period a year ago to US$2.15 billion, aided by robust demand for aftermarket services, while also taking into account the company had delivered four fewer planes. Bombardier delivered 32 business jets during the quarter, down from 36 planes a year earlier, though it expects to hand over more planes to customers during the fourth quarter. CEO Eric Martel told analysts the company was considering aftermarket performance by weighing up a possible acquisition that would expand maintenance services. Analysts believe aerospace supply chains have improved since the COVID-19 pandemic with overall deliveries rising this year, though admitting that there are lingering concerns. "There is still a drag in terms of our cost and delivery profile, but we've been managing through this environment for several years now," Martel said about Bombardier's supply chain challenges. He also described one-off supply chain issues that are being fixed rapidly. According to Reuters news agency, earlier this week, Bombardier's U.S. rival Gulfstream Aerospace, a division of General Dynamics Corp said deliveries rose by three planes to 41 on an improving supply chain, while Cessna business jet maker Textron Inc. said they are still dealing with issues from some key components. Bombardier's backlog stood at US$21.8 billion as of June 30, up by US$4.3 billion from December-end. The company reported US$228 million in second-quarter free cash flow, a metric closely watched by investors, compared with a negative US$164 million a year earlier, boosted by customers' firm deposits on new planes orders. Analysts estimated the company's free cash flow at US$45.42 million, according to data compiled by LSEG. On an adjusted basis, quarterly profits came in at US$2.50 per share, compared with analysts' estimates of US$1.41 per share. On a separate note, Martel also said the company is interested in a decision by Canada to join Europe's delayed Global Combat Air Programme (GCAP) fighter jet. "I'm happy that Canada is at the table now," he said. Bombardier also sees further defense opportunities for the special-mission planes it produces with Swedish partner SAAB as Canada and Europe diversify away from the United States due to trade and geopolitical tensions. Martel said Bombardier is looking at establishing a Canadian site to support the Global Eye programme, which is an advanced multi-domain Airborne Early Warning and Control (AEW&C) system developed, utilising the Bombardier Global 6000/6500 long-range business jet.


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## AIRCRAFT & ENGINE NEWS

### Embraer backlog hits record US$34.5bn

Embraer posted a record order backlog of US$34.5 billion in the second quarter of 2026, extending seven consecutive quarters of growth. The figure rose 7% from the previous quarter and 16% year-on-year. Commercial Aviation led the performance, with backlog climbing to US$15.1 billion, up 15%, boosted by Azorra's order for 15 E195-E2s, which pushed the E2 programme beyond 500 firm orders. The company also confirmed Fuji Dream Airlines as the previously undisclosed customer for two E175s. Executive Aviation's backlog increased to US$7.8 billion as the new Praetor 500E and Praetor 600E secured certification from Brazilian, US and European regulators. Defence & Security recorded the strongest annual growth, with the backlog jumping 42% to US$6.1 billion, driven by the United Arab Emirates' order for ten C-390 Millennium aircraft, with options for a further ten, marking the type's entry into the Middle East market.

### Jet2 selects LEAP-1A engines for further 54 Airbus aircraft


Jet2 has confirmed CFM LEAP-1A engines for all its Airbus A321neo aircraft © CFM International

Jet2.com and Jet2holidays have selected CFM International's LEAP-1A engines to power a further 54 Airbus A321neo aircraft, extending the engine supplier's position across the group's entire A321neo fleet. The latest agreement includes a long-term maintenance services contract and brings Jet2's total commitment to 146 LEAP-powered A321neo aircraft, in addition to nine leased aircraft. The deal builds on a partnership spanning more than 20 years and supports Jet2's ongoing fleet expansion strategy. The airline said standardising on LEAP engines across its A321neo fleet will help deliver operational efficiency while supporting its focus on customer service.

### A380 Flight Lab unveils new look for Open Fan tests


Unveiling of the new livery for the A380 Flight Lab at the Farnborough International Airshow © CFM International

Airbus and CFM International have unveiled the new livery for the A380 Flight Lab at the Farnborough International Airshow, marking the aircraft's role in supporting the CFM RISE Open Fan flight test campaign later this decade. The flight test programme will validate the technology readiness of the Open Fan engine for future commercial aircraft as part of CFM's RISE technology demonstration programme. By removing the traditional engine casing, the Open Fan design accommodates a larger fan, improving fuel efficiency and reducing drag. Airbus and CFM engineering teams continue to advance aircraft and engine integration, having recently completed the first conceptual flight test design review. With flight testing drawing closer, the partners are continuing to work together to bring the next-generation propulsion concept from design to demonstration.

### Airbus A350-1000ULR completes record 24-hour test flight

Airbus has completed the longest point-to-point flight ever undertaken by an A350-1000ULR flight-test aircraft, flying non-stop from Toulouse to Melbourne before returning to France as part of development testing for Qantas' Project Sunrise programme. The campaign began on July 23, when test aircraft MSN707 departed Toulouse for Melbourne. Five days later, the aircraft flew back to Toulouse, with the return journey covering 12,460 nautical miles in 24 hours and 24 minutes – the longest flight ever completed by the aircraft type. The flights were designed to demonstrate the A350-1000ULR's ability to perform a 23-hour block-time mission, supporting Qantas' planned ultra-long-haul operations. Airbus also evaluated the aircraft's fuel management system, including its 20,900-litre rear centre tank, cabin air conditioning performance and a redesigned twin Flight Crew Rest Compartment developed for extended missions. MSN707, which first flew on June 2, is equipped with extensive flight-test instrumentation. The outbound flight was captained by Airbus test pilot Vincent Sibelle, while Xavier Pepin commanded the record-setting return sector. Two Qantas pilots joined the Melbourne-Toulouse flight to gain experience on the ultra-long-range variant. The return flight crossed the Pacific, North America and the Atlantic before landing back in Toulouse on July 28, marking another milestone in the A350-1000ULR development programme ahead of its planned entry into service with Qantas.


Qantas' A350-1000ULR, MSN707, back from Australia © Airbus

## AIRCRAFT & ENGINE NEWS

### RiseAir adds fourth ATR 72-600 to its fleet

RiseAir has ordered an additional ATR 72-600, extending its fleet renewal programme as it expands regional air services across Saskatchewan and northern Canada. The aircraft, leased from Dubai Aerospace Enterprise (DAE), is currently in production and is scheduled for delivery at the end of 2026, with entry into service planned for early 2027. It will become the fourth new ATR 72-600 in the carrier's fleet. Configured with 68 seats and certified for gravel runway operations, the turboprop will increase capacity for workforce transportation, charter operations and scheduled services while maintaining the flexibility required for operations in remote and challenging environments. The latest acquisition follows more than $160 million invested in fleet modernisation over the past four years. Rise Air said the three ATR 72-600s introduced earlier in 2026 have met expectations for operational performance, passenger comfort and manufacturer support. President and Chief Executive Derek Nice said the additional aircraft will provide greater capacity for existing and future customers while supporting the creation of skilled jobs across the airline's pilot, maintenance and flight operations teams.

RiseAir ATR 72-600 aircraft *© RiseAir*

## AIRCRAFT & ENGINE NEWS

### ANA orders eight more Embraer E190-E2s

ANA orders eight more Embraer E190-E2 jets © ANA

ANA Holdings has approved an order for eight additional Embraer E190-E2 regional jets, expanding its fleet renewal programme and regional network strategy in Japan. The aircraft, approved by the company's board on July 29, are in addition to the 20 E190-E2s announced in February 2025, comprising 15 firm orders and five options. The latest order will support the expansion of ANA's ACMI agreement for domestic flights. The 100-seat E190-E2 is powered by new-generation engines and incorporates the latest technologies to reduce fuel burn, noise and operating costs. ANA said the aircraft will provide greater flexibility in matching capacity with demand on domestic routes over the medium to long term. "This additional E190-E2 order accelerates our efforts to build a sustainable regional aviation network in Japan," said ANA Holdings president and chief executive Koji Shibata. "We are excited to deepen our partnership, elevating regional connectivity and delivering a superior passenger experience across Japan."

### Icelandair expands A320neo fleet with Aircastle deal

Icelandair has agreed to lease six Airbus A320neo aircraft from Aircastle, further advancing its fleet renewal programme. The Pratt & Whitney-powered aircraft, built between 2018 and 2020, are scheduled to enter service before summer 2028. The agreement follows the airline's recently announced lease of four A320neos from AviLease, due to join the fleet in spring 2027. Together with three Airbus A321LRs arriving later this year, the additions will increase Icelandair's Airbus fleet to 20 aircraft. The new leases support Icelandair's strategy to replace older Boeing 757 and 767 aircraft with more fuel-efficient, new-generation models. The airline plans to end passenger operations with the 757 and 767 from January 2027, with the renewed fleet expected to reduce fuel consumption by up to 30% per seat while supporting network growth and fleet simplification.

Icelandair has opted for six more A320neo aircraft © Icelandair

### Boeing completes final 737-10 certification flight

The largest airplane in the MAX family wraps planned certification flight tests; moves to close out the certification effort © Ryan Coe

Boeing has completed the final planned certification flight test for the 737-10, marking the end of a flight test campaign spanning 976 flights, more than 2,060 flight hours and around 1,040 ground test hours. The programme validated key certification requirements, including landing gear performance, braking on wet runways, engine anti-ice systems and the enhanced angle of attack system. The final flight assessed cabin safety features, including the audibility of the lavatory smoke detector and cabin speaker system. With flight testing now complete, Boeing will focus on final development assurance reviews, system safety assessments and submitting documentation to the US Federal Aviation Administration (FAA). The company is targeting certification of the 737-10 in 2026.

## AIRCRAFT & ENGINE NEWS

### WLFC secures engine storage agreement with Pratt & Whitney

WLFC will support Pratt & Whitney's growing aftermarket storage requirements © WLFC

Willis Lease Finance Corporation (WLFC) has secured a five-year agreement with Pratt & Whitney, an RTX business, to provide long-term storage and lease return services for PW1100G-JM, PW1500G, PW1900G, PW4000 and IAE AG V2500 engines. Under the agreement, WLFC will support Pratt & Whitney's expanding aftermarket storage requirements from its facilities in Coconut Creek, Florida, and Bridgend, Wales. The deal extends a decades-long relationship between the companies and follows quality reviews of WLFC subsidiary Willis Engine Repair Center (WERC), as well as recognition of its technical capabilities and maintenance and storage training initiatives. These capabilities are expected to support further expansion of WLFC's engine storage capacity. WLFC Chief Executive Officer Austin C. Willis said the agreement reflects Pratt & Whitney's confidence in the company's technical expertise, facilities and operational capabilities. He added that close collaboration over the past year had helped align operational requirements and strengthen the partnership. The agreement supports WLFC's strategy to expand its integrated aviation services business and strengthen its position as a single-source provider of aviation aftermarket solutions.

## AIRCRAFT & ENGINE NEWS

### CDB Completes Marabu A320neo Deliveries


Marabu Airlines A320neo © AirTeamImages

CDB Aviation has completed the delivery of four Airbus A320neo aircraft to Estonian leisure carrier Marabu Airlines, fulfilling a lease agreement announced in November 2025. The Pratt & Whitney PW1127GA-JM-powered aircraft support Marabu's fleet and network expansion from its bases in Hamburg, Leipzig and Nuremberg, Germany, serving leisure destinations across the Mediterranean. With the final delivery, Marabu's A320neo fleet has grown to 12 aircraft. The airline said the fuel-efficient jets will underpin its long-term growth strategy, enable further network expansion while improve operational efficiency. CDB Aviation said the aircraft are helping strengthen Marabu's operational performance and reaffirmed its commitment to supporting the carrier's future growth.

### Cessna Citation CJ3 Gen3 Takes First Flight

Cessna Citation CJ3 Gen3 achieves first flight, advancing next-generation light jet toward certification © Textron Aviation

Textron Aviation has completed the maiden flight of the Cessna Citation CJ3 Gen3 prototype, marking a key milestone as the next-generation light jet advances towards FAA certification. The nearly two-hour flight departed from Wichita Dwight D. Eisenhower National Airport, with test pilots Steve Helmer and Dave Welbrock evaluating cockpit software functionality. The aircraft reached an altitude of 41,000 ft and a maximum indicated airspeed of 278 kt, meeting initial performance expectations. The successful first flight means all three next-generation Citation light jets—the CJ4 Gen3, CJ3 Gen3 and M2 Gen3—are now in-flight testing, underscoring progress across Textron Aviation's light jet portfolio. Textron Aviation said the certification campaign will now expand to include comprehensive flight testing to validate the aircraft's performance and systems ahead of entry into service. Developed in response to customer feedback, the Citation CJ3 Gen3 features Garmin Emergency Autoland integrated with the Garmin G3000 avionics suite. The aircraft is designed to combine enhanced safety and cockpit technology with the performance, payload capability and operating efficiency of the Citation family.

## MRO & PRODUCTION NEWS

### Boeing eyes AI boost for C-17 maintenance

A C-17 sits on the tarmac at sunset © Boeing

Boeing Global Services has signed a memorandum of understanding with AI data optimisation specialist Pelico to explore new ways of modernising C-17A Globemaster III heavy maintenance planning and execution. The collaboration aims to shorten depot maintenance cycles, improve fleet availability and deliver more predictable aircraft turnaround times. Boeing and Pelico will assess whether AI-enabled scheduling, supply chain coordination and workflow automation can help maintenance teams respond more quickly to parts shortages and operational bottlenecks. Central to the evaluation is Pelico's Manufacturing Orchestration Platform, which brings together supply, engineering, planning and depot operations in a single digital workspace. The platform is designed to replace spreadsheet-based processes with a real-time view of material shortages, maintenance priorities and production constraints. The companies will also assess capabilities including predictive shortage management, dynamic maintenance prioritisation and agentic AI workflows to automate routine approvals and supplier communications. Boeing said an earlier deployment of Pelico's platform in its commercial spare parts operations successfully demonstrated the concept and has since been extended. The agreement establishes a framework for a phased evaluation, with the potential to expand the technology across other Boeing heavy maintenance programmes if the trial proves successful.

### Widerøe expands Dash 8 life extension deal

De Havilland Canada has expanded its Extended Service Program PLUS (ESP+) agreement with Widerøe after the Norwegian carrier added four more Dash 8-100 aircraft to the programme. Widerøe became the launch customer for ESP+ in 2022, initially enrolling ten aircraft with options for a further ten. The latest agreement brings the airline's total commitment to 14 aircraft. The ESP+ programme extends the Dash 8-100's service life from 120,000 to 160,000 flight cycles, giving the turboprop the highest certified flight-cycle life of any commercial aircraft. Widerøe has operated the Dash 8 family for decades, providing regional connectivity across Norway's challenging operating environment. The airline said the programme offers a practical and cost-effective way to extend the operational life of its Dash 8-100 fleet while maintaining safety, reliability and performance. Alongside ESP+, Widerøe also participates in De Havilland Component Solutions, the manufacturer's component support programme. The expanded agreement underlines De Havilland Canada's continued investment in aftermarket services aimed at extending aircraft life, lowering ownership costs and supporting the long-term operation of the Dash 8 fleet.


Widerøe expands commitment to De Havilland Canada's ESP+ agreement *© De Havilland Canada*

### TAT wins global Honeywell APU parts deal

TAT Technologies is now the sole global distributor for GTCP 331-200/250 APU spare parts *© TAT*

TAT Technologies (TAT) has expanded its longstanding partnership with Honeywell Aerospace, becoming the sole global authorised distributor of spare parts for the GTCP 331-200/250 auxiliary power unit (APU) platform. The agreement also extends TAT's maintenance, repair and overhaul (MRO) licences for the platform until 2036 and includes the acquisition of three Honeywell 131-9A APUs to support the company's trading and leasing business. The expanded partnership gives operators, lessors and MRO providers a single source for both parts and maintenance services, simplifying support and helping reduce aircraft turnaround times. TAT said the agreement strengthens its relationship with Honeywell while broadening its reach across the global operator community. "Our relationship with Honeywell Aerospace has been one of the most important partnerships in TAT's history," said Igal Zamir, President and CEO of TAT Technologies. "This agreement reflects the continued strength and trust we've built together over the past several years and is a meaningful vote of confidence in our team and our track record." If this is for an aviation news digest, it could be tightened further to around 120 words.

## MRO & PRODUCTION NEWS

### SASMOS, ePlane partner on eVTOL wiring

MoU signing between SASMOS and The ePlane Company © SASMOS

SASMOS HET Technologies (SASMOS) has signed an MoU with India's The ePlane Company to collaborate on the engineering, design and industrialisation of the Electrical Wiring Interconnection System (EWIS) for the e200X electric vertical take-off and landing (eVTOL) aircraft. The agreement, announced at the Farnborough International Airshow 2026, will see SASMOS provide its expertise in EWIS engineering and industrialisation to support development of the e200X programme. Under the MoU, the companies will work together on harness architecture, EWIS engineering, design for manufacturability, prototype evaluation and certification readiness. The partnership also establishes a framework to explore wider collaboration on mission-critical electrical and interconnect systems as the programme progresses towards industrialisation and serial production. EWIS serves as the aircraft's electrical backbone, distributing power and data between propulsion, avionics, flight controls and other onboard systems. In electric aircraft, an optimised wiring architecture is key to reducing weight, improving reliability and supporting certification. The e200X is one of India's most advanced eVTOL programmes and is being developed as a modular platform for passenger transport, air ambulance and cargo operations. The collaboration also supports The ePlane Company's strategy to build a domestic aerospace supply chain spanning electrical systems, avionics, composite materials, aerospace fasteners and aircraft interiors.

### RECARO integrates AAT Composites

RECARO Holding has rebranded South Africa-based AAT Composites as RECARO Composites, expanding its presence in lightweight composite technologies for seating solutions. Based in Cape Town, RECARO Composites brings more than 40 years of experience in the design, development and manufacture of composite components. The rebranding is intended to strengthen RECARO's capabilities in advanced lightweight materials as demand grows across the aviation sector. The company said integrating RECARO Composites into the group will support the development of next-generation seating products while positioning the business to address emerging markets, including electric vertical take-off and landing (eVTOL) aircraft. The move also supports innovation across RECARO's Aircraft Seating, Gaming and Rail businesses, with lightweight composite technologies expected to improve product performance, reduce emissions and enhance the passenger experience. "This transformation represents more than a name change – it's a clear signal of our ambition to elevate our composites capabilities for seating applications within the RECARO Group," said Mark Hiller, CEO and Shareholder of RECARO Aircraft Seating and CEO of RECARO Holding. "By aligning with the RECARO brand, we are reinforcing our commitment to innovation, quality, and engineering excellence across all markets we serve."


eVTOL seat © RECARO Aircraft Seating

### Safran, Aura Aero advance ERA hybrid propulsión


ERA jet © Aura Aero

Safran Helicopter Engines and Aura Aero have signed a development and integration agreement for the hybrid-electric propulsion system of the ERA regional aircraft, marking a key step towards the programme's first flight and certification. The agreement covers the integration of Safran's TG600 turbogenerators into the 19-seat hybrid-electric aircraft prototype and follows a memorandum of understanding signed in 2023. The propulsion system will feature eight electric motors powered by two 600kW turbogenerators, combining Safran's Arrano helicopter engine with electric generator technology from Safran Electrical & Power. The partners said the architecture has been designed to deliver the reliability, efficiency and performance required for commercial operations while supporting the decarbonisation of regional aviation. Aura Aero said the ERA programme has already secured around 700 pre-orders. Separately, Safran Electrical & Power has expanded its collaboration with the aircraft manufacturer to accelerate the development and certification of electric propulsion technologies, including the integration of ENGINeUS motors into the INTEGRAL E training aircraft.

## MRO & PRODUCTION NEWS

### Bird Aviation secures long-term easyJet MRO deal


Bird Aviation hangar with easyJet Airbus aircraft © Bird Aviation

Bird Aviation has signed a long-term agreement with easyJet to provide base maintenance services for the airline's Airbus A320-family fleet. The contract covers two maintenance lines at Bird Aviation's facility in Larnaca, Cyprus, for an initial seven-year term, with an option to extend the agreement by a further three years. The deal formalises and extends the longstanding relationship between the two companies, providing a long-term framework for heavy maintenance services while strengthening the role of Bird Aviation's Larnaca base in supporting easyJet's maintenance programme. Bird Aviation has operated since 2016 and provides EASA-certified maintenance, repair and overhaul (MRO) services. The company employs more than 260 staff and supports several major airlines across Europe and the wider region.

### Boeing selects Liebherr Brake Electronics for B777-8 Freighter

Boeing has selected Liebherr-Aerospace to supply the brake remote electronic unit (REU) for the B777-8 Freighter, expanding the companies' long-standing collaboration on commercial aircraft systems. The REU acts as a data concentrator within the aircraft's braking system, supporting the new active brake monitoring system while meeting EASA and FAA requirements for latent failure detection. Liebherr began developing the technology in 2018, with the design intended for a range of monitoring, control and data management applications. In addition to the B777-8 Freighter programme, Liebherr supplies Boeing with the main landing gear steering control unit for the 777 and the nose wheel steering unit for the B787. The brake REU is the second remote electronic unit the company is delivering to Boeing. The brake REU is developed and manufactured by Liebherr Aerospace Lindenberg in Germany in cooperation with CUONICS, while the steering control units are produced with Liebherr-Electronics and Drives.

Liebherr Aerospace Lindenberg, Germany, aerial view © Liebherr Aerospace

### LHT begins flight tests of next-generation AeroSHARK


AeroSHARK drag-reducing technology is being tested on a Lufthansa City Airlines Airbus A319 © LHT

Lufthansa Technik (LHT) has launched flight trials of the next-generation of its AeroSHARK drag-reducing technology on a Lufthansa City Airlines Airbus A319, the first aircraft to test the new material in commercial service. Developed with partner Surventis (formerly BASF Coatings), the programme involves around 70 transparent film patches, each measuring 20 × 20 cm, applied to selected areas of the fuselage and the inside and outside of the engine cowlings. The material will be evaluated during regular flights between Munich and Hamburg through February 2027. The tests are designed to assess the durability, application, cleaning and removal of different material and layer combinations under real operating conditions. Lufthansa Technik will inspect the samples during scheduled ground time in Hamburg. AeroSHARK is already certified for use on the fuselage and engine cowlings of long-haul aircraft, where it reduces aerodynamic drag and fuel consumption. The latest research aims to develop a more advanced version that could also be applied to wings and horizontal and vertical stabilisers, which are subject to higher aerodynamic loads. The programme is intended to support the wider deployment of AeroSHARK technology, enabling further fuel savings and emissions reductions while improving the sustainability of airline operations.

## FINANCIAL NEWS

### DAE completes US$9bn Macquarie AirFinance takeover

© DAE

Dubai Aerospace Enterprise (DAE) has completed its previously announced acquisition of Macquarie AirFinance (MAF) in a transaction with an enterprise value of about US$9 billion. The deal expands DAE's portfolio to around 1,000 owned, managed and committed aircraft, cementing its position as the world's third-largest aircraft lessor by fleet value and number of owned and managed aircraft. The combined fleet serves more than 175 airlines across 75 countries, while DAE also has commitments for around 150 new aircraft from Boeing, Airbus, ATR and other suppliers. Chief Executive Firoz Tarapore said the acquisition strengthens DAE's relationships with aircraft manufacturers, extends its orderbook into the 2030s and enhances its ability to support airline customers across fleet lifecycles. The transaction was first announced in February 2026.

### Lufthansa Group, Air France-KLM submit rival bids for stake in TAP Air Portugal

TAP Air Portugal © AirTeamImages

Competition to become a strategic shareholder in TAP Air Portugal has intensified after both Lufthansa Group and Air France-KLM confirmed they have submitted bids to Parpública, Portugal's state-owned investment company, as part of the ongoing privatisation process for the flag carrier. Lufthansa Group announced it has submitted a bid for an initial minority stake in TAP, saying the investment is intended to establish a long-term partnership that would secure the Portuguese airline's future on a sustainable basis. The German airline group said it aims to strengthen TAP's position within the Lufthansa Group while preserving its role as Portugal's national airline and further developing Lisbon as a strategic hub for South Atlantic operations. "The Lufthansa Group stands for a long-standing, trusted, and strategic partnership with Portugal," said Lufthansa Group CEO Carsten Spohr. "Our interest in taking a stake in our Star Alliance partner TAP Air Portugal is the next logical step." Spohr said the group has invested in Portugal for decades, creating skilled jobs and improving connectivity between Portugal and the rest of Europe. He added that Lufthansa's experience integrating carriers such as SWISS, Austrian Airlines, Brussels Airlines and ITA Airways demonstrates how joining the group can support growth while strengthening national airlines and their home hubs. Meanwhile, Air France-KLM confirmed it has submitted a binding offer for a stake of between 44.9% and 49.9% in TAP Air Portugal, describing the proposal as a comprehensive strategic plan designed to strengthen the airline while creating jobs and economic value across Portugal. The Franco-Dutch airline group said its proposal includes detailed projections for employment and investment and is backed by its long-standing joint venture partner and shareholder Delta Air Lines (Delta). Delta said its support reflects a shared ambition to strengthen Portugal's global connectivity, particularly across the North Atlantic, should TAP become part of the Air France-KLM Group. Air France-KLM CEO Benjamin Smith said the offer is the culmination of three years of work with Portuguese stakeholders. "What we have submitted today is not just a proposed price for an airline," Smith said. "It is a strategic, extensive, and comprehensive long-term plan for TAP and for Portugal as a whole." He added that the group's vision is to build on TAP's 81-year history while ensuring sustainable long-term growth not only in Lisbon but also in Porto and other Portuguese cities. Smith said the acquisition would also support Air France-KLM's ambition to create a stronger European aviation group while contributing to European strategic autonomy. The Portuguese government is seeking a strategic investor for TAP Air Portugal through a privatisation process that has attracted interest from Europe's three largest airline groups, with Lufthansa Group and Air France-KLM now formally confirming their participation. The outcome is expected to shape the future ownership and strategic direction of the Star Alliance carrier, which occupies a key position in transatlantic and South Atlantic markets.

### TrueNoord completes sale of majority stake to Arcus

© TrueNoord

Regional aircraft lessor TrueNoord has completed the sale of an approximately 74% stake to Arcus Infrastructure Partners (Arcus), while founding investor Freshstream has reinvested to retain the remaining shareholding. The transaction provides TrueNoord with long-term capital to support the next phase of its growth strategy, including expanding its portfolio of Embraer, ATR, Airbus and De Havilland Canada aircraft and strengthening support for regional airline customers. "It is with great pleasure that we welcome Arcus Infrastructure Partners as our new long-term shareholder," said Anne-Bart Tieleman, Chief Executive of TrueNoord. "The successful completion of this transaction is a significant milestone for TrueNoord and a strong endorsement of the business we have built over the past ten years. With Arcus' support and Freshstream's continued commitment, we further strengthen our standing as a leading specialist regional aircraft lessor and will continue to deliver effective fleet solutions in partnership with airline customers worldwide."

## FINANCIAL NEWS

### BNDES funds Porter's next wave of E2 deliveries


BNDES will finance E195-E2 jets for Porter Airlines © Porter Airlines

Porter Aviation Holdings, the parent company of Porter Airlines, has secured financing from the Brazilian Development Bank (BNDES) for up to 19 Embraer E195-E2 aircraft, covering deliveries through December 2030. The financing, backed by export credit insurance from Brazil's Export Credit Guarantee Fund (FGE), supports aircraft from Porter's existing firm order for 75 E195-E2s. The airline has already taken delivery of 54 of the aircraft, with three previously financed through BNDES. Porter introduced the E195-E2 into its fleet in 2023 and has since expanded its network across Canada, the US, Latin America and the Caribbean. The airline said the aircraft has been central to its growth strategy and premium economy product. BNDES President Aloizio Mercadante said the financing supports the expansion of Embraer's customer base in North America while promoting the use of more advanced, lower-emission aircraft technology.

### ACC Aviation strengthens aviation finance offering

ACC Aviation has completed a major independent aircraft asset monitoring assignment for a leading international aviation finance institution. The consultancy provided ongoing technical oversight of a portfolio of next-generation commercial aircraft, delivering independent assessments of aircraft condition, maintenance activity, operational status and emerging technical risks. The mandate included physical aircraft inspections, technical records reviews, maintenance oversight, operator engagement and regular reporting to support the client's credit and risk management decisions. Unlike a traditional pre-purchase inspection, the assignment focused on protecting collateral value throughout the financing lifecycle. ACC Aviation combined technical expertise with commercial asset management to provide independent oversight of maintenance events, operational developments and asset condition, helping the financier identify risks early and safeguard long-term asset value. Demand for independent technical monitoring is increasing as lenders, lessors and institutional investors seek greater visibility over financed assets and stronger collateral management. ACC Aviation said its asset management platform supports clients across the full asset lifecycle, from acquisition due diligence and technical inspections to portfolio monitoring, lease transitions, remarketing and disposal. Tristan Brouard, Associate Director at ACC Aviation, said: "Independent technical oversight has become an increasingly important component of aviation finance. Our role is to provide clients with objective, commercially focused advice that enables them to understand the technical condition of their assets, identify emerging risks early and protect long-term collateral value. This assignment reflects the confidence that aviation financiers continue to place in ACC Aviation's technical and asset management capabilities."

### Airbus reports higher H1 2026 revenue and profit

Airbus reported higher revenue and earnings for the first half of 2026 (H1), driven by increased commercial aircraft deliveries and a strong performance at its Defence and Space division. "Our good H1 results mainly reflect the higher level of commercial aircraft deliveries and strong performance in Defence and Space, against the backdrop of a complex and fast-changing environment," Airbus Chief Executive Officer Guillaume Faury said. "We are ramping up across all businesses to meet the growing demand for our civil and military solutions. Our focus on steady execution is paying off, as demonstrated by strong deliveries in Q2. This fuels our confidence in our future performance, as reflected in the recently communicated mid-term outlook," he added. Gross commercial aircraft orders reached 886 during the first half of the year, up from 494 in the same period of 2025. Net orders totalled 821 aircraft after cancellations, compared with 402 a year earlier. Airbus' commercial aircraft backlog stood at 9,222 aircraft at the end of June. Airbus Helicopters recorded net orders for 215 units, up from 171 in the first half of 2025, with an order backlog of 1,108 helicopters. Airbus Defence and Space also reported strong commercial momentum, with order intake rising to €9.3 billion from €5.1 billion a year earlier. H1 consolidated revenue increased 12% year-on-year to €33.2 billion, compared with €29.6 billion in the first half of 2025. The manufacturer delivered 351 commercial aircraft during the period, up from 306 a year earlier. Deliveries included 44 A220s, 271 A320 Family aircraft, 10 A330s and 26 A350s. Revenue from Airbus' commercial aircraft business rose 15% to €23.9 billion in H1, mainly reflecting the higher delivery volume and increased services, partly offset by the depreciation of the U.S. dollar compared with the first half of 2025. Airbus Helicopters delivered 144 helicopters, compared with 138 a year earlier, while revenue remained broadly stable at €3.7 billion, reflecting a less favourable delivery mix during the first half of 2026. Revenue at Airbus Defence and Space increased 9% year-on-year to €6.3 billion, driven by higher volumes across all business units. Consolidated adjusted EBIT rose to €2.727 billion from €2.204 billion in the first half of 2025. Adjusted EBIT for the commercial aircraft business increased to €1.987 billion from €1.714 billion, supported by higher deliveries but partly offset by a less favourable hedge rate. Airbus Helicopters reported adjusted EBIT of €240 million, compared with €249 million a year earlier, reflecting solid programme performance offset by higher research and development expenses. Adjusted EBIT at Airbus Defence and Space increased to €487 million from €265 million in the first half of 2025, supported by favourable cost phasing, improved profitability and higher business volumes.

(€1.00 = USD1.15 at time of publication).

# MILITARY AND DEFENCE

## Saab lands GlobalEye order from Middle East customer


GlobalEye aircraft © Saab

Saab has secured an order worth SEK10.1 billion (US$1.0 billion) for two GlobalEye airborne early warning and control (AEW&C) aircraft from an undisclosed customer in the Middle East. The aircraft are scheduled for delivery in 2030. Saab said the order reflects growing international demand for the GlobalEye platform, which provides multi-domain surveillance capabilities across air, land and maritime environments. " This order underscores our commitment to providing customers with mission-proven, multi-domain AEW&C capability. The increasing international interest in GlobalEye reflects its effectiveness and reliability in modern air defence operations," said Micael Johansson, President and CEO of Saab. Based on the Bombardier Global 6000/6500 business jet, the GlobalEye system combines active and passive sensors to detect and identify airborne, maritime and ground targets over long ranges. Saab said the platform enhances situational awareness and enables the early detection of potential threats by providing real-time information to joint forces.

## Bell awarded contract for SPINE upgrades to H-1 fleet

Bell Textron has been awarded an estimated US$300 million contract by the US Department of the Navy to upgrade up to 49 US Marine Corps AH-1Z Viper and UH-1Y Venom helicopters under the Structural and Power Improvements for Next-Gen Effects (SPINE) programme. The firm-fixed-price incentive and cost-plus-fixed-fee contract covers Phase 3.0 of the SPINE modernisation effort and includes upgrades to 21 UH-1Y and 28 AH-1Z aircraft. Work will begin at Bell's Amarillo Assembly Center in Texas in mid-2027, with the first upgraded helicopters scheduled for delivery in 2028. The SPINE programme is designed to increase electrical power capacity and provide the infrastructure needed to integrate next-generation mission systems and weapons. Upgrades include enhanced defensive systems, an advanced data bus, Link 16 connectivity and support for long-range network-enabled weapons, improving the aircraft's survivability, interoperability and operational effectiveness. Danielle Markham, Bell's programme manager for the H-1, said the Phase 3.0 contract marked an important step in ensuring the Marine Corps' H-1 fleet remains capable of meeting current and future operational requirements throughout its service life. According to Bell, the modernised AH-1Z and UH-1Y helicopters will be better equipped to operate alongside fixed-wing assets in joint operations, enabling improved target sharing, enhanced maritime capabilities and greater effectiveness in contested environments.

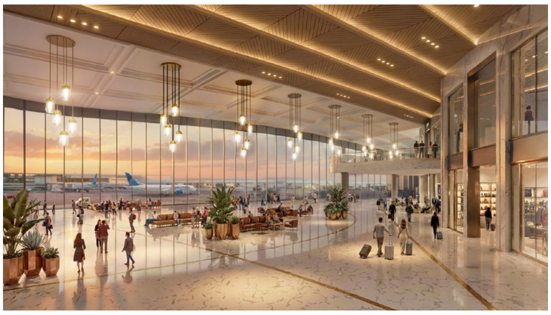

A U.S. Marine Corps AH-1Z Viper and a UH-1Y Venom © Lance Cpl. Alexander O. Devereux

## Airbus delivers first NH90 Standard 2 to France

NH90 helicopter © Anthony Pecchi /Airbus Helicopters

Airbus Helicopters has delivered the first NH90 Standard 2 helicopter to France's Armament General Directorate (DGA), marking the entry into service of the special operations variant of the NH90 Tactical Transport Helicopter (TTH). France has ordered 18 NH90 Standard 2 helicopters, with all deliveries scheduled for completion by mid-2029. The fleet will be operated by the French Army Aviation's special forces squadron based in Pau. Spain joined the programme in December 2025 with an order for 31 helicopters in the same configuration. The Standard 2 variant features the Safran Euroflir 410D electro-optical system, a new digital map generator, provisions for a third crew member and enlarged rear sliding windows to support self-protection guns. The aircraft is also prepared for the future integration of the Direct Aperture System (DAS), currently under development, which will enhance visibility in degraded conditions such as snow, dust and fog during day and night operations. Future upgrades will include the fully digital Thales TopOwl helmet, enabling pilots to display DAS and electro-optical system imagery simultaneously on the visor. The NH90 Standard 2 programme was awarded in 2020 by the NATO Helicopter Management Agency (NAHEMA) to NHIndustries (NHI) and its industrial partners Airbus Helicopters, Leonardo and Fokker.

## OTHER NEWS



Washington Dulles Airport transformation; rendering of South Atrium
*© United Airlines*

**Washington Dulles International Airport** (IAD) is set for a sweeping transformation after the **Metropolitan Washington Airports Authority** (MWAA), **United Airlines** and the **US Department of Transportation** unveiled a capital investment programme worth more than US$20bn, aimed at turning the airport into a modern global gateway over the next decade. The ambitious redevelopment will deliver more than five-million ft² of new and refurbished facilities, significantly reshaping the passenger experience while preserving the iconic Main Terminal designed by renowned architect Eero Saarinen. The project forms one of the largest airport modernisation programmes in the United States and is intended to reinforce Dulles' role as the principal international gateway serving the nation's capital. Key elements of the programme include the construction of new and upgraded concourses, a larger and enhanced main terminal, and expanded pedestrian access designed to make it easier for passengers to walk directly to their gates. A new rail system linking different parts of the airport will also replace Dulles' long-standing mobile lounge vehicles, providing faster and more efficient transfers. MWAA President and Chief Executive Jack Potter said the initiative builds on the airport's long-term Master Plan, developed with airline partners, but has been accelerated following support from the Trump administration. He described the new facilities as a source of national pride that would modernise Washington's primary international airport while meeting future demand. United Airlines, Dulles' largest carrier, said the investment reflects its long-term commitment to its Washington hub. Chief Executive Scott Kirby said the redevelopment would create the world-class airport experience expected by passengers and employees, while positioning Dulles as a flagship gateway connecting the US capital with destinations worldwide. He also credited the Trump administration and the Department of Transportation for helping move the project forward. Construction will be delivered in multiple phases over several years, with the Airports Authority, United and other airport stakeholders working together to minimise disruption and maintain safe, reliable operations throughout the programme. The transformation follows a December 2025 request for information issued by the US Department of Transportation seeking proposals to modernise Dulles and prepare it for future growth. The final programme emerged after a government review of more than 30 proposals and accelerates capital improvements already planned under the airport's existing Master Plan and previous agreements with airline partners. The redevelopment is expected to strengthen Dulles' position as a leading international hub while significantly improving capacity, connectivity and the overall passenger journey.

**European and US airlines** could remove more frequencies this winter and ground more aircraft than usual as high fuel costs make weaker services uneconomic, aviation analyst John Strickland has warned. Strickland, Director of **JLS Consulting**, made the prediction during a World Aviation Festival webinar on July 16, where he discussed how the aviation industry is responding to the current jet fuel crisis. "No matter how much airlines reduced prices to stimulate demand, they still wouldn't be covering the cost of the higher price of fuel. And I think we'll see more planes on the ground as a result," he said. Airlines typically reduce capacity during the winter as seasonal demand weakens, often using lower fares to stimulate bookings. However, Strickland believes elevated fuel prices will make it harder for carriers to justify operating marginal routes this year. "I think what we'll see this winter is a higher level of cancellations," he said. "I don't see airlines suddenly cutting prices left, right, and centre in order to stimulate demand." He added that some markets and cabin classes have already experienced larger fare increases than others, while the impact on individual airlines depends on their fuel hedging strategies and their ability to pass higher costs on to passengers. The warning comes as the **International Air Transport Association** (IATA) forecasts fuel costs will rise by nearly 40% to US$350 billion in 2026, with fuel accounting for 31.4% of total airline operating expenses. Despite the pressure, Strickland said airlines have so far avoided the immediate supply disruption some had feared, with many carriers securing alternative fuel supplies or relying on hedging strategies to cushion the impact of short-term price increases. According to Strickland, the number of services removed from schedules has so far remained relatively modest. However, he expects those decisions to become more difficult once the peak summer travel season ends, as airlines continue to review booking trends and route performance to determine which frequencies remain commercially viable. Strickland will continue the discussion at the World Aviation Festival, taking place from October 13-15, 2026, in Lisbon.

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## INDUSTRY PEOPLE

XiaoLei (Kevin) Guo

• SR Technics has appointed Deputy Chief Executive Officer **XiaoLei (Kevin) Guo** as Chief Information Officer, effective August 1, 2026, adding responsibility for the company's IT organisation to his current role. Guo joined the MRO provider in 2025 and brings more than 20 years of aerospace leadership experience. Before joining SR Technics, he served as Vice President at HNA Aviation Technic (HNAT), where he oversaw technical services, production planning, aircraft painting and information technology. SR Technics said Guo will lead the company's IT strategy, with a focus on digitalisation, artificial intelligence and the delivery of high-quality IT services to support operational performance and business growth.

## Commercial Engines

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| (1) CFM56-7B26E | | | | | |
| (2) CFM56-7B26 | Now - Sale / Lease | GA Telesis | | engines@gatelesis.com | |
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| (1) PW1100G-JM | Now - Lease | Engine Lease Finance | Declan Madigan | declan.madigan@elfc.com | +353 61 291717 |

| V2500 Engines | Sale / Lease | Company | Contact | Email | Phone |
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| (1) V2533-A5 | Now - Sale / Lease | GA Telesis | | engines@gatelesis.com | |

## Aircraft and Engine Parts, Components and Misc. Equipment

| Description | | Company | Contact | Email | Phone |
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| (1) GTCP131-9B | | | | | |
| (1) A321 Enhanced Landing Gear 2020 OH | | | | | |
| (3) A340 LG Shipset, (1) B777 LG Shipset (3) B737 LG Shipset, | | GA Telesis | | landinggearsales@gatelesis.com | |
| (11) A320 LG Shipset, (1) B757 LG Shipset, (1) 767 Shipset | | | | | |
| (7) 131-9A, (9) 131-9B (Max compliant), (1) APS3200 "B", (1) APS3200 "C" | | GA Telesis | | apu@gatelesis.com | +1-954-849-3509 |
| (2) 331-500, (1) PW901, (1) 131-9B, (1) 331-200, (3) 331-350 | | | | | |
| Engine stands: CF6-80C2, CFM56-5A/B/C, PW4000 | | | | stands@gatelesis.com | +1-954-676-3111 |
| (2) APU GTC131-9B | Now - Sale / Lease | Willis Lease | Gavin Connolly | gconnolly@willislease.com | +44 1656 765 256 |
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