

Weekly Aviation Headline News

Commercial aerospace deal volume this year on pace to rank among busiest on record.

Janes Capital data



MERGERS & ACQUISITIONS

© Shutterstock

Ramp-up in commercial jet production fuels increase in aerospace dealmaking

Boeing and Airbus production increases are boosting buyers' confidence in long-term demand, while strategic buyers are pursuing vertical integration and capability expansion across the supply chain

Mergers and acquisitions are accelerating in the aerospace supply chain as clearer Boeing and Airbus production schedules give buyers more confidence in long-term demand, according to industry data and interviews with dealmakers and suppliers. Through August, aerospace and defence-focused investment bank Janes Capital Partners tracked 154 publicly disclosed commercial aerospace transactions this year, just shy of the annual record of 159 set in 2019. Buyers are targeting suppliers with scarce workers, specialised manufacturing capabilities and capacity that can help meet rising jet output. Major manufacturers are also seeking to secure supplies of critical components. GE Aerospace this week announced the US\$12 billion purchase of castings supplier Consolidated Precision Products (CPP), as it races to expand engine production. In another large deal, Parker Hannifin agreed in May to buy Circor's aerospace division, which makes actuation and landing-gear systems, from private equity firm KKR for US\$2.6 billion, according to Reuters news agency. Most transactions, however, have involved strategic buyers and private equity firms acquiring mid-sized or smaller suppliers. The 154 deals announced through August,

which do not include the GE deal in September, had a combined value of US\$14 billion, compared with 157 worth US\$37.5 billion in all of last year, Janes Capital data showed. Deal numbers last peaked at 159 in 2019, with a combined value of US\$21.3 billion, before falling to 82 worth US\$3.3 billion in 2020 as the pandemic hit. The highest annual value was recorded in 2015, when 106 transactions totalled US\$59.4 billion. Boeing's jetliner deliveries swung sharply over several years as the company faced a series of crises, falling from 806 in 2018 to 157 in 2020. They recovered to 528 in 2023 before production-quality problems pushed them back down to 348 the following year. Under a new CEO, Boeing has stabilised production of its best-selling 737 MAX and begun raising output, giving suppliers a clearer view of future demand. It delivered 600 jets last year, the most since 2018, and is on track to surpass that figure this year. Airbus' output also fell during the pandemic but has risen steadily since. It aims to deliver 870 jets this year, exceeding its pre-pandemic record of 863 in 2019. A backlog of potential sellers is also coming to market, bankers said. Many private equity firms held onto portfolio companies far longer than they typi-

cally would as pandemic-era production swings and bloated inventories made it difficult to value businesses with confidence. As build rates stabilise and their trajectories become more predictable, buyers are growing more comfortable pricing in a target's future performance — even against the backdrop of Boeing's well-documented struggles. That calculus played out last year when France-based DEMGY expanded into Boeing's supply chain by acquiring Tool Gauge, a family-owned, midsized supplier of jetliner interior parts. Boeing was still struggling to stabilise production when DEMGY began looking at Tool Gauge, which is based in Tacoma, Washington, near Boeing's 737 plant. DEMGY bet Boeing's fortunes would turn around, and by moving early, it largely avoided a bidding war for Tool Gauge, said Mike Walter, President of DEMGY's North American operations. "Sometimes when you see an opportunity, you have to take it. We saw an opportunity," he said. He declined to disclose the purchase price. DEMGY had global revenue of €125 million in 2025. Competition for even small suppliers is increasing, though, particularly due to increased interest from private equity firms, dealmakers said.

**TRANSITIONING OUT OF 737NG OR A320 FLEETS?
FORECASTING ENGINE MAINTENANCE COSTS?**

Think ConstantThrust®



With ConstantThrust®, Willis Lease will cover the cost and risk of engine maintenance by replacing a removed engine with a serviceable engine from our \$4B+ portfolio of assets – saving airline customers the significant time, money and risk associated with engine heavy maintenance.

REDUCE engine change costs by 50%.
ELIMINATE expensive engine shop visits.
MINIMIZE end-of-lease aircraft lease return costs.

AIRCRAFT & ENGINE NEWS

Japan's Fire and Disaster Management Agency orders first H160

Japan's Fire and Disaster Management Agency (FDMA) has ordered an Airbus H160, marking the agency's first acquisition of the next-generation helicopter. The aircraft will be based in Kumamoto prefecture on Kyushu and join the FDMA's existing helicopter fleet, strengthening Japan's nationwide emergency response capability. The H160 will be used primarily for rapid aerial reconnaissance and real-time visual intelligence gathering during major natural disasters, including a potential large-scale Nankai Trough earthquake. The helicopter will be equipped with Helisat advanced satellite technology, enabling high-definition data to be transmitted directly via satellite and bypass damaged ground infrastructure. The system is designed to give emergency commanders continuous, real-time visibility of affected areas during critical response operations. Airbus is also developing dedicated snow landing gear for the H160 to support safe and stable operations in Japan's heavy-snow regions and demanding winter conditions.



H160 helicopter

© Airbus

Abelo completes Air Astra ATR deliveries



The final ATR 72-600 has been delivered to Air Astra

© Abelo

Abelo has completed the delivery of three new ATR 72-600 aircraft to Bangladeshi carrier Air Astra, marking the completion of an agreement supporting the airline's fleet expansion and efforts to strengthen domestic air connectivity. The latest aircraft is the third and final ATR 72-600 delivered under the deal. The turboprops will support the carrier's regional operations as the carrier responds to growing demand for domestic air travel in Bangladesh. The agreement also strengthens Abelo's position in the regional turboprop leasing market, with the lessor providing Air Astra with new, fuel-efficient aircraft suited to short-haul operations. Air Astra, part of the US-Bangla Group, is using the fleet expansion to increase capacity and improve service levels while supporting the development of Bangladesh's domestic aviation network.



Willis
Aviation
Capital

DELIVERING
Tailored Financing
Solutions for Engines & Aircraft

wac@willislease.com | www.wlfc.global

**BESPOKE FINANCE
INVENTIVE SOLUTIONS
SCALABLE CAPITAL**

- ✓ Carefully curated loan & equity capital solutions that fit perfectly
- ✓ Flexible funding structures that unlock value and solve problems
- ✓ Repeatable funding solutions that grow with your business

AIRCRAFT & ENGINE NEWS

QantasLink's first E190 touches down in Perth

QantasLink's first Embraer E190, VH-E9A, has arrived in Perth, marking a key step in the airline's fleet renewal programme for its Western Australian resources charter operations. The aircraft began its 20-hour journey in Norwich, UK, making stops in Bulgaria, Tajikistan, India, Malaysia and Broome in Western Australia before touching down in Perth on September 7. The 100-seat jet is the first of up to 14 mid-life E190s that will progressively replace QantasLink's F100 fleet, offering improved reliability, fuel efficiency and customer comfort. The first E190 is scheduled to enter commercial service from January 2027. QantasLink also announced that each E190 will undergo a cabin refresh before entering service. Wi-Fi will be installed on every aircraft, allowing customers to stream content on their own devices through the improved Qantas Entertainment App. The aircraft will also feature new, more spacious seats with adjustable headrests, USB-A and USB-C charging and personal device holders. The E190s will also offer Qantas Economy Plus, giving customers more legroom, priority boarding and priority access to overhead baggage space. The introduction of the E190s will create development opportunities for employees, with around 70 pilots, crew and engineers set to receive a combined 18,000 hours of training by the end of the year to operate and maintain the initial E190 fleet. More than 600 pilots, crew and engineers could be trained to operate the E190 fleet once it reaches scale. The investment in the E190s forms part of QantasLink's broader investment in its Western Australian fleet. Nineteen Perth-based A320s are being fitted with Wi-Fi and undergoing seat and cabin upgrades, with the first aircraft due to be completed by the end of October.



QantasLink's first Embraer E190 aircraft has arrived in Perth

© Qantas

Trinity takes delivery of first Boeing 737-8 in new livery



Trinity Airways B737-8 in new livery, takes to the sky

© ACG

Aviation Capital Group (ACG), a global full-service aircraft asset manager, has delivered a new Boeing 737-8 to Trinity Airways (Trinity), formerly T'way Air, a South Korean selective-service carrier. Delivered from ACG's orderbook, the aircraft is the first to enter service featuring the airline's new brand identity and distinctive Trinity grey and rose-gold livery. It will support the carrier's continued growth and help connect South Korea with the wider Asia-Pacific region from its hubs at Incheon International Airport and Gimpo International Airport in Seoul. "This aircraft represents more than the addition of another aircraft to our fleet. It is the first aircraft to carry the new Trinity Airways identity into service, marking the first step in our journey with our new brand mission, 'Relaxed and Reliable.' We are excited to begin this next phase with the Boeing 737-8 and are pleased to take this important step together with ACG, our valued partner," said Chris Kong, Senior Vice President and Procurement Director of Trinity Airways. The delivery is the third aircraft ACG has delivered to Trinity under a seven-aircraft Boeing 737-8 mandate. The remaining aircraft are scheduled for delivery from ACG's orderbook by the end of 2026.

IAI converted A330-300 freighter completes maiden flight

Israel Aerospace Industries (IAI) has completed the maiden flight of its Airbus A330-300 passenger-to-freighter (P2F) conversion, marking a key milestone in the certification campaign for its A330-300BDSF programme. The successful flight follows completion of the aircraft's primary structural work and extensive ground testing by IAI's Aviation Group. During the flight, the aircraft and its systems were assessed under multiple operating conditions as part of the ongoing certification process. Designed for regional and medium-haul cargo operations, the A330-300BDSF can carry up to 30 containers and a payload of up to 61 tonnes. The freighter features an electrically powered cargo loading system and an optimised cargo flow layout. A main-deck cargo door positioned towards the forward section of the aircraft is designed to speed up loading and unloading, helping operators improve efficiency and reduce turnaround times. The maiden flight brings IAI's A330-300BDSF programme a step closer to certification and entry into service.



Image of A330-300 freighter in flight

© IAI

AIRCRAFT & ENGINE NEWS

Africa's airliner fleet set to more than double by 2045



737 Max-family aircraft

© Boeing

Africa's young, increasingly urban population, growing middle class and improving infrastructure will drive passenger traffic to grow by nearly 6% annually through 2045, one of the fastest rates globally. The region's commercial airplane fleet will more than double from 755 to 1,625 over the next 20 years to meet this demand, according to Boeing's 2026 Commercial Market Outlook (CMO) for Africa. Of the nearly 1,200 new aircraft expected to be delivered by 2045, 870 will be single-aisle jets to support expanding domestic and regional networks. Demand for wide-body aircraft will more than double, supporting fleet modernisation and long-haul network growth. Boeing also forecasts that Africa's cargo fleet will grow from 60 to 150 freighters as the continent's logistics, e-commerce and high-value export markets develop. Intra-African passenger traffic is expected to grow at a faster pace than the regional average, enabled by improved flight connections. Europe remains the largest international passenger market for flights to and from Africa and is forecast to remain so through 2045. This will be driven by expanding economic ties, enduring cultural and family connections,

and rising investment in tourism. The expansion of Africa's aviation ecosystem will create growing demand for services and skilled personnel through 2045. Boeing's [Commercial Services Market Outlook] forecasts a US\$140 billion market for maintenance, repair, overhaul and modifications (MRO), as well as digital solutions. Boeing's Pilot and Technician Outlook forecasts that as airlines grow their fleets and expand route networks, they will need 75,000 new aviation professionals: 22,000 pilots, 25,000 technicians and 28,000 cabin crew.

AerFin

We buy, we sell,
we lease, worldwide.
AerFin Delivers.

Visit us at MRO
Asia-Pacific
STAND 2016

AerFin.com



AIRCRAFT & ENGINE NEWS

Air Cairo places order for 15 Airbus A320neos

Egyptian carrier Air Cairo has signed a firm order for 15 Airbus A320neo aircraft at the El Alamein International Airshow 2026, marking a major step in its long-term expansion strategy. The agreement with Air Cairo will see introduce directly owned aircraft alongside its existing leased Airbus fleet, giving the airline greater flexibility as it expands its operations. Air Cairo has grown rapidly in recent years, increasing its fleet from seven aircraft five years ago to more than 45 today. The airline aims to operate a fleet of more than 130 aircraft by 2034. The new order is expected to provide additional capacity and operational efficiency as the carrier expands its domestic, regional and international network, while strengthening connectivity to and from Egypt. Hussein Sherif, Chairman and CEO of Air Cairo, said the agreement was a “natural next step” in the airline’s growth. “Combining owned aircraft with our leased fleet gives us greater operational flexibility and financial efficiency as we scale up,” he said. Sherif added that the A320neo would provide the capacity required to meet growing demand for travel to and from Egypt and support the country’s aviation and tourism sectors in partnership with Airbus.



At the El Alamein International Airshow 2026, Air Cairo places an order for 15 A320neos
© Airbus

Deutsche Aircraft advances D328eco landing gear tests



D328eco regional aircraft

© Deutsche Aircraft

Deutsche Aircraft has completed low- and high-speed taxi testing and begun flight testing of a new landing gear system for its next-generation D328eco regional aircraft, marking a key step toward certification. A legacy D328 aircraft serving as a dedicated flying testbed has completed its first five development flights, with all planned test objectives achieved, the German aircraft manufacturer said. Flight testing began on August 5, 2026, and the test aircraft has accumulated more than 15 hours of ground and flight testing with the new landing gear system. Deutsche Aircraft Chief Executive Nico Neumann said the results had validated the system and allowed the company to move into the next phase of flight testing as it progresses toward certification. The company is developing the landing gear system as a critical component of the D328eco, with the test programme intended to support its maturation and certification. Deutsche Aircraft said bringing the system under its direct control would also strengthen reliability, supply resilience and long-term support for regional aircraft operators. The latest tests follow the completion of the low-speed and high-speed taxi campaign and represent an important stage in preparing the D328eco for certification. The company said the programme also supports its broader efforts to improve product support and operational readiness for regional aviation customers worldwide.

BOC Aviation orders 12 A320neos for Avianca

BOC Aviation has agreed to purchase 12 Airbus A320neo aircraft from Airbus for long-term lease to existing customer Avianca, adding to its portfolio of next-generation narrow-body jets as the Colombian airline expands its fleet and network. The aircraft are scheduled for delivery in 2029 and will all be powered by CFM International LEAP-1A engines. The deal will support Avianca’s longer-term fleet strategy while giving BOC Aviation additional exposure to the fuel-efficient A320neo family. BOC Aviation Chief Executive Officer and Managing Director Steven Townend said the transaction builds on the lessor’s relationship with Avianca and highlights the growing importance of pre-delivery payment financing as aircraft production increases. The lessor said its access to significant liquidity allows it to support airline customers through transactions involving aircraft ordered several years ahead of delivery. The agreement also adds to BOC Aviation’s fleet of latest-generation A320neo aircraft. The transaction comes as airlines in Latin America continue to invest in newer, more fuel-efficient aircraft to support passenger growth while managing operating costs and fleet renewal. The A320neo family, with its improved fuel efficiency and lower emissions compared with previous-generation aircraft, remains a key part of many carriers’ fleet plans. For BOC Aviation, the Avianca agreement strengthens an existing customer relationship while expanding its forward order book of A320neo-family aircraft. The 2029 deliveries will also provide Avianca with additional capacity to support its growth plans over the coming decade.



BOC Aviation orders 12 A320neo aircraft on lease to Avianca

© AirTeamImages

AIRCRAFT & ENGINE NEWS

Bombardier's Global 8000 cleared for London City

Bombardier said on Tuesday that its Global 8000 business jet has received approval from the UK Civil Aviation Authority (CAA) to operate at London City Airport, giving customers direct access to one of the world's major financial centres. The approval takes effect immediately and allows the ultra-long-range aircraft to connect London City with destinations including Singapore, Los Angeles, Honolulu and Buenos Aires. "UK CAA approval to access London City Airport ensures customers can save precious time when accessing one of the world's most important finance hubs," said Stephen McCullough, Bombardier's executive vice president for engineering, product development and Bombardier Defense. London City Airport is among the most challenging airports for business jets, with a steep approach required under noise-abatement rules and a short runway. Bombardier said the Global 8000's wing design, including leading-edge slats, and its braking systems were key to meeting the airport's demanding performance requirements. The approval gives Global 8000 customers an alternative to airports such as Farnborough and Luton, which are commonly used by larger business aircraft serving London. Bombardier said passengers using London City Airport could cut ground transfer times by as much as 60 to 90 minutes, potentially improving productivity for travellers heading to central London.



Global 8000 business jet

© Bombardier

MRO & PRODUCTION NEWS

US\$25 million boost for P&W's Polish engine operation



Pratt & Whitney's Niepołomice, Poland, facility

© RTX

Pratt & Whitney is investing US\$25 million (PLN 95 million) to expand its Polish manufacturing facility in Niepołomice, increasing production capacity for complex tubular assemblies used in commercial and military engines. The expansion is expected to be operational in 2028 and will create more than 120 jobs as Pratt & Whitney responds to rising demand for aircraft engines. The Niepołomice site currently manufactures precision components for several engine programmes, including Pratt & Whitney's GTF engine for commercial aircraft, the PW800 for business jets and the F135, which powers all variants of the F-35 Lightning II fighter. "Poland plays a vital role as a key hub in Pratt & Whitney's global engine production, a commitment further strengthened by our US\$125 million investment in facilities this year," said Dariusz

Stopa, general manager of Pratt & Whitney in Niepołomice. "Our employees in Niepołomice manufacture high-precision engine components that support commercial and military aircraft around the world. Growing this team will increase our ability to meet global demand for advanced aircraft engines." The investment is supported by the Polish government through its Polish Investment Zone Programme. It follows a recently announced US\$100 million investment in Pratt & Whitney facilities in Rzeszów, Poland, aimed at increasing production capacity and adding advanced capabilities for processing isothermally forged parts for the GTF, F135 and F100 engines. Poland is RTX's largest investment and employee base outside the US, with more than 9,500 employees across its Collins Aerospace, Pratt & Whitney and Raytheon businesses in the country. Pratt & Whitney's Polish operations provide advanced manufacturing and technology development capabilities for commercial and military engines, turboprops and auxiliary power units. Products manufactured in the country include the GTF fan drive gear system, F100 static structures and critical F135 components.



JOIN US

IATA WORLD SAFETY & OPERATIONS CONFERENCE

**Istanbul, Turkey
6-8 October 2026**

With more than 850 participants in 2025, the IATA World Safety and Operations Conference (WSOC) tackles all aspects of safety, flight operations, cabin operations, maintenance, and crisis management (emergency response planning and aircraft recovery).

It is an opportunity to meet, network and develop partnerships with aviation professionals and decision-makers, gathered over 3 days under one roof.

More on www.iata.org/wsoc/

#IATAWSOC



MRO & PRODUCTION NEWS

BCT extends C Check capability to 84 months

BCT Aviation Maintenance (BCT) has secured approval from the UK Civil Aviation Authority (CAA) to extend its Part-145 base maintenance C Check capability to 84 months for Airbus A320-family and Boeing 737 classic and next-generation aircraft. The approval marks a strategic enhancement of BCT's heavy base maintenance capability, allowing the company to perform extended-interval C Checks on two of the world's most widely operated narrow-body aircraft families. With Airbus A320 and Boeing 737 fleets continuing to dominate short- and medium-haul operations globally, demand for efficient, flexible and cost-effective maintenance solutions remains high. BCT's enhanced capability is designed to support operators managing high-cycle aircraft, where maintenance optimisation is critical to balancing cost efficiency with operational reliability. The approval also confirms BCT's continued compliance with stringent Part-145 regulatory requirements, alongside its demonstrated expertise in structural maintenance, engineering oversight and fleet maintenance planning. The extension further reflects the organisation's investment in skilled personnel, advanced tooling and robust reliability management processes.



BCT Aviation Maintenance extends C Check capability to 84 months for A320 and B737 aircraft
© BCT Aviation Maintenance

MTU Maintenance lands first North African LEAP contracts



LEAP-1A engine

© MTU Maintenance

MTU Maintenance has signed its first maintenance contracts for CFM International LEAP-1A engines in North Africa, securing agreements with regional airlines including Air Cairo as it expands its presence in the market. The Air Cairo agreement covers 42 LEAP-1A engines powering 19 Airbus A320neo aircraft, MTU said. The contracts mark MTU's entry into a North African market it has targeted for several years. The region's strategic location between Europe, the Middle East and sub-Saharan Africa, along with rising tourism, passenger demand and fleet modernisation, is driving growth in narrow-body aircraft operations. The support agreement will be delivered jointly by MTU Maintenance Hannover in Germany and MTU Maintenance Zhuhai in China. Zhuhai serves as the MTU network's specialist for narrow-body aircraft engines and has extensive experience maintaining LEAP engines. MTU said established relationships with airlines in North Africa helped underpin the expansion and strengthen its position as a maintenance provider in the region.

Japan Airlines launches autonomous drone inspection project

Japan Airlines (JAL) and French aircraft-maintenance drone maker Donecle have launched a joint project using fully autonomous drones for exterior aircraft inspections at JAL hangars, the companies said. The project is the first in Japan to use autonomous drones approved in aircraft manufacturers' maintenance manuals for such inspections. It aims to improve the safety and efficiency of maintenance operations by reducing inspection times and limiting the need for mechanics to carry out manual visual checks at height. Under the project, drones will capture high-resolution images of aircraft exteriors for mechanics to review. JAL expects the time saved through the technology to be redirected towards predictive maintenance, helping to improve aircraft quality. Since the end of June 2026, JAL has been comparing conventional visual inspections with images captured by drones to assess the technology's effectiveness. The project uses Donecle's Iris GVI drones, which are approved for use in aircraft manufacturers' maintenance manuals. The drones use obstacle-detection technology to fly autonomously without touching the aircraft, allowing inspections to be carried out consistently regardless of operator skill. The system also uses image-analysis technology to map and measure aircraft defects, enabling maintenance teams to identify and assess problem areas more precisely.



Drones capture high-resolution images of aircraft exteriors for mechanics to review
© JAL

MRO & PRODUCTION NEWS

AeroSHARK “shark skin” set for Airbus A330

Lufthansa Technik is moving closer to bringing its drag-reducing AeroSHARK “shark skin” technology to Airbus A330 aircraft, with a Discover Airlines A330-200 set to become the first Airbus jet worldwide to undergo installation and flight testing. The company entered the final phase of the Supplemental Type Certification (STC) process for the A330-200 and A330-300 at the end of August. The Discover Airlines aircraft will be modified at Elbe Flugzeugwerke in Dresden and undergo several weeks of test flights before and after the installation. Developed by Lufthansa Technik and Surventis, formerly BASF Coatings, AeroSHARK uses a riblet-textured surface film modeled on shark skin. The technology is designed to reduce aerodynamic drag, cutting fuel consumption and associated CO₂ emissions. AeroSHARK is currently certified for commercial use on the Boeing 777F, 777-300ER and 777-200ER. The A330 certification programme expands the technology to one of the world’s most widely delivered long-haul aircraft types, many of which are expected to remain in service for years. Lufthansa Technik is conducting the A330 certification programme with the European Union Aviation Safety Agency (EASA). It includes technical documentation, ground and flight testing, followed by in-service validation. If approved, the certification would pave the way for AeroSHARK to be deployed more widely across the global A330 fleet.



Applying AeroSHARK ‘shark skin’ on the A330 aircraft

© Lufthansa Technik

FINANCIAL NEWS

flynas buys into Swissport’s Saudi operation



flynas has acquired a 10% stake in Swissport Saudi Arabia

© Swissport

Swissport and flynas have signed a long-term strategic partnership that will see the two companies deepen their commercial relationship in Saudi Arabia. Under the five-year agreement, Swissport Saudi Arabia will become flynas’ exclusive ground-handling partner across the airline’s entire network in the Kingdom. As part of the deal, flynas will acquire a 10% stake in Swissport Saudi Arabia, with an option to increase its holding to as much as 20% in the future. The partnership will lift Swissport’s share of Saudi Arabia’s ground-handling market to around 40%, strengthening its position as one of the coun-

try’s leading aviation services providers. The agreement also aligns with Saudi Arabia’s Vision 2030 and its aviation strategy, which aim to expand the Kingdom’s aviation sector and strengthen its position as a global transport hub.

Avianca secures US\$300m engine maintenance financing

Avianca has secured up to US\$300 million in financing to support MRO services for its CFM56 engines at GE Aerospace’s Celma facility in Brazil. The agreement, announced by Avianca, GE Aerospace and the Brazilian Agency for Management of Guarantee Funds and Guarantees (ABGF), was arranged through Citibank and backed by export credit insurance provided by ABGF. The financing supports the export of high-value Brazilian services and marks the first time a non-Brazilian airline has secured funding under the framework for aircraft engine maintenance services. Avianca, part of the Abra Group alongside Gol and Wamos, said the agreement would provide greater flexibility in executing its engine maintenance plans while supporting the reliability and resilience of its fleet. “This innovative financing solution, a first-of-its-kind with ABGF, provides Avianca with access to world-class maintenance and overhaul services at our Celma facility in Brazil,” said Mahendra Nair, Group Vice-President of Global Commercial Sales at GE Aerospace.



CFM56 engine

© CFMI

The agreement further strengthens Brazil’s position as a regional hub for specialised aerospace services, supported by skilled personnel, internationally certified facilities and advanced technical capabilities. GE Aerospace’s Celma operation is the company’s main aircraft engine overhaul facility in Latin America. Nearly 25% of GE Aerospace’s internal engine maintenance work worldwide is carried out by its Brazilian operations across five sites in Petrópolis, Rio de Janeiro and Três Rios.

FINANCIAL NEWS

GE Aerospace to buy precision casting specialist CPP

GE Aerospace has agreed to acquire Consolidated Precision Products (CPP), a major manufacturer of highly engineered castings, from private investment firms Warburg Pincus and Berkshire Partners. Headquartered in Cleveland, Ohio, CPP supplies precision castings and sub-assemblies primarily to the commercial aerospace and defence sectors. Founded in 1991, the company is one of the world's largest producers of investment and precision sand castings. CPP manufactures complex castings from superalloys, titanium, aluminium, magnesium and steel for commercial and military aircraft, weapon systems, business and regional jets, helicopters and industrial gas turbines. The company employs around 6,600 people across more than 20 facilities worldwide. GE Aerospace has been a CPP customer for more than 15 years. GE Aerospace Chairman and CEO H. Lawrence Culp Jr said the acquisition would help the company expand critical casting capacity amid strong demand across commercial engines, aftermarket services and defence. "By combining GE Aerospace's technology capabilities and FLIGHT DECK with CPP's manufacturing experience, we expect to expand capacity, improve performance and accelerate new engine technologies for the current fleet and next-generation platforms," Culp said. GE Aerospace said it plans to use its FLIGHT DECK technology to improve manufacturing processes and quality, increase output and better integrate design and production. Culp said the improvements would also support the deployment of enhanced airfoil technology and help ensure manufacturing readiness as the company increases production. "Investing in mission-critical casting capacity is needed to support the strong simultaneous demand across commercial engines, aftermarket and defence," he said.



CPP is one of the industry's most capable titanium casting suppliers

© CPP

Ontic acquires SIRS Navigation



Ontic is expanding its portfolio with the acquisition of SIRS Navigation
© SIRS Navigation

Ontic has acquired SIRS Navigation, a Kent, UK-based specialist in the design and manufacture of precision standby magnetic compasses for the global aviation industry. SIRS Navigation has been designing, manufacturing and supporting aviation magnetic compasses for more than 60 years. Its products are installed across major commercial and business aviation platforms, including fixed-wing aircraft and rotorcraft, with tens of thousands of units in service worldwide. The company supplies compasses to aircraft manufacturers for installation on production lines, while also providing replacement units to operators and distributors through the aftermarket. It operates a 24/7 global support network covering logistical and technical assistance. SIRS Navigation's compass designs, originally acquired from GE Aerospace, have been continuously developed in-house. The company also provides customised designs to meet specific customer and aircraft requirements. Ontic said the acquisition underlines its strategy of investing in specialist aerospace businesses with established intellectual property and long-standing positions across aircraft platforms. JC Gallagher, Ontic's new CEO, said SIRS Navigation had built a "market-leading position" and a strong reputation across the aviation industry over more than five decades. "This acquisition is about providing continuity and long-term commitment to its customers, while giving the business a home where it can continue to thrive," Gallagher said.

United Airlines Ventures invests in Assaia

Assaia, a provider of artificial intelligence and computer-vision technology for airport operations, said United Airlines Ventures (UAV), the venture capital arm of United Airlines, has invested in the company. The investment, made earlier this year, will support further development of Assaia's StandManager product, which is designed to help airlines and airports make stand and gate allocation decisions as operating conditions change. UAV invests in technologies aimed at advancing aviation and connects portfolio companies with industry expertise. According to Assaia, UAV's investment reflects its confidence in the company's approach to addressing increasingly complex airport operations. StandManager is part of Assaia's ResourceManager platform and combines operational data, business rules and real-time conditions to support stand and gate planning. The system uses Assaia's artificial intelligence and computer-vision technology to help airport operators respond to changing conditions and manage stand and gate allocation, an increasingly complex operational task.



United Ventures will support further development of Assaia's StandManager
© Assaia

MILITARY AND DEFENCE

Netherlands plans Saab GlobalEye purchase



GlobalEye aircraft

© Saab

The Netherlands has signed a letter of intent with Sweden to acquire a Saab GlobalEye airborne early warning and control (AEW&C) aircraft, marking a step toward strengthening the country's air and maritime surveillance capabilities. The agreement is not yet a contract, and Saab has not received an order from the Dutch government. The Swedish defence company said it is awaiting the next steps in the procurement process. Saab Chief Executive Micael Johansson said the planned acquisition would improve the Netherlands' ability to detect and respond to threats while strengthening NATO's collective defence capabilities. GlobalEye is a multi-domain AEW&C system designed to provide long-range detection and identification of airborne, maritime and land-based objects. It combines active and passive sensors to deliver real-time information to air forces, armies and navies. The system is intended to provide early warning and a broader operational picture, allowing military forces to identify potential threats at greater distances and coordinate responses more quickly. The planned Dutch acquisition comes as NATO members increase investment in surveillance, early-warning and command-and-control capabilities amid a more challenging European security environment. For Sweden, the agreement represents another potential customer for GlobalEye, which Saab has developed as an integrated airborne surveillance and command platform. The system is designed to support operations across multiple domains and provide commanders with a common operating picture. No value or delivery timetable for the potential Dutch acquisition was disclosed. Any purchase would depend on the completion of the Netherlands' procurement process and the signing of a definitive contract.

GE Aerospace, WZL-2 to develop FA-50 engine support

GE Aerospace and Poland's Military Aviation Works (WZL-2) have signed a memorandum of understanding to explore the development of maintenance, repair and overhaul (MRO) and depot-level maintenance capabilities for the F404-GE-102 engine powering Poland's KAI FA-50 fighter jets. The agreement was announced at the MSPO international defence industry exhibition in Kielce. Under the agreement, the companies will assess the requirements needed to establish F404-GE-102 engine maintenance capabilities at WZL-2. Poland ordered 48 FA-50 light combat aircraft from South Korea's KAI in 2022. The first 12 aircraft, in the FA-50GF, or "Gap Filler", configuration, were delivered in 2023, while the remaining 36 are to be delivered in the FA-50PL configuration. The planned support arrangement would cover the 48 F404-GE-102 engines associated with the aircraft order, as well as spare engines. GE Aerospace said more than 4,000 F404 engines have been delivered worldwide and have accumulated more than 13 million flight hours. About 300 F404 engines power the T-50, TA-50 and FA-50 Golden Eagle aircraft produced in South Korea.



The agreement was announced at the MSPO international defence industry exhibition in Kielce, Poland
 © GE Aerospace

France orders more Airbus U050 Capa-X drones



Airbus U050 Capa-X drone

© Airbus Helicopters

France's Aeronautical Maintenance Directorate (DMAé) has placed an additional order with Airbus Helicopters for four U050 Capa-X uncrewed aerial systems following a successful evaluation of an initial system acquired in late 2025, Airbus said. The order covers four systems, each comprising two U050 Capa-X uncrewed aerial vehicles. Two systems will be assigned to the French Navy and two to the French Army as part of an evaluation programme for the Light Tactical Drone System (SDTL). Deliveries are scheduled for 2027. The U050 Capa-X underwent land and maritime trials with French armed forces in 2025 and early 2026. Airbus said the system met the requirements of the SDTL programme, including a small logistical footprint, with the complete system transportable on two pickup trucks. The drone demonstrated an endurance of seven hours during the evaluation, along with the ability to carry two payloads and operate at ranges of up to 100 km. The U050 Capa-X weighs 120 kg and can operate up to 100 km from its ground station using a direct data link. It has a stated maximum endurance of ten hours and can carry up to 20 kg of payload. Designed as a modular system, the U050 Capa-X can carry multiple payloads simultaneously and be configured for different missions.

INFORMATION TECHNOLOGY

QOCO broadens data service supporting Rolls-Royce Trent fleet

QOCO Systems and Rolls-Royce are expanding QOCO's intelligent data service, which provides real-time airline operator data to Rolls-Royce systems to support engine reliability and maintenance operations. Delivered through QOCO's Aviadex platform, the service now covers tens of additional operators, with the aim of supporting the entire in-service modern Trent fleet and extending coverage to legacy engine types. The Rolls-Royce Trent family is a leading long-haul engine franchise, powering Airbus A350 and A330neo aircraft and a substantial share of Boeing 787s worldwide. The

service forms part of Rolls-Royce's strategy to expand the use of digital technology across its aftermarket operations. By combining automated data exchange with its analytics and optimisation capabilities, Rolls-Royce can improve engine reliability, troubleshooting and overhaul turnaround times, while developing additional digital services for customers. QOCO's service currently supports the majority of Rolls-Royce's operational modern Trent fleet, measured by both the number of operators onboarded and engine volume. More than 40 operators are live on the platform, with further

operators in the pipeline. The solution consolidates reliable, accurate and timely data from multiple sources across the airline operator network. QOCO also provides the data management capabilities required for the critical processes that depend on this information. QOCO has been Rolls-Royce's digitalisation partner since 2018, when it began supporting the company's 'Blue Data Thread' digitalisation programme and its 'Intelligent Engine' vision. By automating and standardising data exchange, QOCO helps reduce integration effort and improve transparency for airlines.

EGYPTAIR expands Boeing health management deal

EGYPTAIR Maintenance & Engineering has expanded an agreement with Boeing to deploy its Airplane Health Management (AHM) solution across EGYPTAIR's growing Boeing 737 MAX fleet, the companies announced at the 2026 El-Alamein International Airshow. The agreement was signed by Mohamed Samy, Chairman and Chief Executive of EGYPTAIR Maintenance & Engineering, and Dave McKenna, Boeing Global Services' Regional Managing Director of Sales for the Middle East and Africa. It was witnessed by Ahmed Adel, Chairman and Chief Executive of EGYPTAIR Holding. The AHM system provides continuous, real-time monitoring of aircraft conditions and predictive data aimed at reducing unscheduled delays, improving parts planning and streamlining maintenance, repair and overhaul (MRO) operations. The deployment builds on EGYPTAIR's existing use of AHM across its Boeing 787 and 777 fleets as the airline expands its 737-8 fleet to 18 aircraft.



The expanded agreement was signed by both parties at the 2026 El-Alamein International Airshow
 Maintenance and Engineering

© EGYPTAIR

OTHER NEWS



BDO Ireland has formally launched its dedicated Aviation Advisory unit © Shutterstock

BDO Ireland has launched a dedicated Aviation Advisory unit to expand its services to the global aviation finance and aircraft leasing sectors, the professional services firm said. The new practice is led by partner and head of Aviation Advisory Stan Barnes, alongside Donal Boylan and Gerry Power. The team brings more than 100 years of combined senior executive experience in aviation finance, aircraft leasing, asset management and aviation technology, BDO said. Ireland is a major centre for the global aircraft leasing industry, with nine of the world's ten largest aviation lessors maintaining a presence in the country. Irish-based lessors manage more than half of the global leased commercial aircraft fleet, according to BDO. The firm said the sector is facing increasing complexity as companies contend with evolving regulation, changing capital markets, technological change and greater scrutiny of risk, asset performance and long-term value. BDO's new unit will advise lessors, airlines, investors, financial institutions and other aviation businesses on strategic,

financial, operational and technology-related issues. Its services will include support for complex aircraft and portfolio transactions, operational transformation, asset lifecycle management, risk and governance, technology transformation and regulatory requirements. BDO said the practice will combine specialist aviation expertise with the wider capabilities of its Irish business, providing clients with a more integrated approach to complex industry challenges. The firm said the unit will focus on helping aviation companies manage risk, strengthen decision-making and protect the long-term value of aircraft assets and businesses as the industry undergoes regulatory, financial and technological change.

OTHER NEWS

UK airports warned of further disruption on Wednesday after a software failure in the country's air traffic control system grounded more than 1,000 flights and left tens of thousands of passengers stranded. Flights resumed at the UK's busiest airports after Tuesday's outage, but airlines faced widespread knock-on delays as aircraft and crew were repositioned,



Heathrow, the UK's largest airport, said its operations were "recovering" © Shutterstock

according to the *Financial Times*. **Heathrow**, the UK's largest airport, said its operations were "recovering" but warned passengers to expect delays as airlines worked to restore their schedules. "Flights are operating today, but we are expecting knock-on impacts as aircraft and crew reposition," Heathrow said. **Gatwick**, the UK's second-busiest airport, said flights had restarted but cautioned that it would "take time for our operations to fully return to normal". More than 100 flights had been cancelled by Wednesday, according to *Flightradar24*, with most due to depart from Heathrow. The disruption on Tuesday forced incoming aircraft to divert and left thousands of passengers stranded after the failure prevented flights from taking off and landing at some of the country's busiest airports. Martin Rolfe, Chief Executive of the **National Air Traffic Services** (Nats), said the organisation had ruled out a cyber-attack and would conduct a "very, very thorough investigation" into the cause of the failure. The incident follows other disruptions involving the UK's air traffic control system. A radar problem at Nats last year grounded hundreds of flights, while a separate software failure in 2023 caused widespread disruption at Gatwick during the peak summer season. Rolfe said Tuesday's failure was different from the 2023 incident, telling the BBC: "This will be something different we have never seen before in 50 years." Airlines criticised Nats over the latest disruption. **Wizz Air** described the organisation as "not fit for purpose", while **Ryanair**, Europe's largest low-cost carrier, called for Rolfe to be dismissed. Nats manages the UK's air traffic control system and is funded by airlines and the government. Asked by the BBC on Tuesday whether he would resign, Rolfe said his immediate priority was resolving the disruption. "I'm obviously focusing on making sure that we get this solved," he said. "My focus today has been making sure the team's in the right place, we have the right resources, the technical issues are being investigated, and the recovery happens. There'll be lots of time for that later, but that's not now."

INDUSTRY PEOPLE



Sylvain Fagot

- Air France Industries KLM Engineering & Maintenance (AFI KLM E&M) has appointed **Sylvain Fagot** as Senior Vice President (SVP) Components at Air France Industries, effective October 1, 2026.

Fagot succeeds **François Gueguen**, who is leaving AFI KLM E&M to become Executive Vice President Fleet, Engineering & Maintenance at Transavia France. Fagot returns to Air France Industries after a career spanning more than two decades with the organisation, alongside senior technical and operational roles elsewhere in the Air France-KLM group. Most recently, he was responsible for Fleet, Engineering & Maintenance at Transavia

France, overseeing the airline's technical operations. Before joining Transavia France, Fagot served as SVP Engineering & Maintenance at HOP! Air France, where he held responsibility for engineering and maintenance activities and developed broad experience in technical and operational leadership. Earlier in his career, Fagot spent more than 20 years at Air France Industries, taking on a series of management positions across the organisation. His roles gave him extensive experience in aircraft maintenance and engineering, as well as a detailed understanding of MRO operations and the requirements of airline customers. Fagot's career has therefore combined technical expertise with leadership experience on both the MRO and airline sides of the business. In his new role, he will focus on further developing Air France Industries' component capabilities and improving performance and service for customers.

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

Publisher
Peter Jorssen
Tel: +1 604 318 5207

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

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

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

For inquiries and comments,
please email:
editor@avitrader.com

Follow us on
Linked in



Stefano Villanti

- Stefano Villanti** has been appointed Managing Director of Leonardo Helicopters, effective September 1. Villanti brings extensive experience in Leonardo's rotorcraft business, having held senior leadership positions within Leonardo Helicopters for the past ten years, including responsibility for Sales, Marketing and Contracts over the last three years. As Managing Director, Villanti will ensure that Leonardo Helicopters remains focused on its key priorities: delivering on commitments to customers, advancing the helicopter business's industrial strategy and achieving its growth objectives.

THE AIRCRAFT AND ENGINE MARKETPLACE

Commercial Engines

CF34 Engines	Sale / Lease	Company	Contact	Email	Phone
(1) CF34-10E6	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
CFM Engines	Sale / Lease	Company	Contact	Email	Phone
(1) CFM56-5C4	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(1) CFM56-7B26	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
(2) CFM56-7B26	Now - Sale / Lease	GA Telesis		engines@gatelesis.com	
(1) CFM56-5B4/P	Now - Sale	BBAM	Steve Zissis	info@bbam.com	+1 787 665 7040
(1) CFM56-7B26	Now - Lease				
(1) CFM56-7B26/3	Now - Lease				
(4) CFM56-5B6/P	Now - Sale				
(3) CFM56-5B5/P	Now - Sale				
GEnx Engines	Sale / Lease	Company	Contact	Email	Phone
(2) GEnx-1B74/75/P2	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
LEAP Engines	Sale / Lease	Company	Contact	Email	Phone
(1) LEAP-1B	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
(1) LEAP-1B28	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(1) LEAP-1B27					

Commercial Engines

PW1000 Engines	Sale / Lease	Company	Contact	Email	Phone
(1) PW1133GA-JM	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(1) PW1524G-3					
(1) PW1100G-JM	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
V2500 Engines	Sale / Lease	Company	Contact	Email	Phone
(1) V2500-A5	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
(1) V2533-A5	Now - Sale / Lease	GA Telesis		engines@gatelesis.com	

AviTrader
AVIATION NEWS PUBLICATIONS

AviTrader.com | Edition #156
August 2026

MRO^{360°}

NO LONGER NEW – STILL FLYING

Component support for ageing aircraft

MYTHBUSTERS
Scheduled maintenance prevents all failures?

IT ALL STARTED WITH ONE JT8D
The history of Willis Lease Finance Corp.

THE FUTURE HAS ARRIVED
AI in aircraft maintenance

THE AIRCRAFT AND ENGINE MARKETPLACE

Aircraft and Engine Parts, Components and Misc. Equipment

Description	Company	Contact	Email	Phone
(2) GTCP331-200ER, (2) GTCP131-9A, (1) GTCP131-9B	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, (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	Willis Lease	Gavin Connolly	gconnolly@willislease.com	+44 1656 765 256
Engine stands now available	Now - Lease			

