

Weekly Aviation Headline News

Airbus said last Thursday it had identified and contained a “quality issue” in the fuselage structure of its A321neo aircraft, but that planes could continue operating because it did not pose a safety risk.



A321neo aircraft

© Airbus

Airbus identifies second quality defect in A321 fuselage in nine months

It is understood that the defect affects about 500 aircraft, including roughly 250 already in service and 250 in production.

Approximately nine months after the European planemaker Airbus identified a quality problem relating to the thickness of a number of metal panels, a new problem has been identified. Airbus said it had discovered what it described as a “deviation” in the surface protection, or coating, applied to skeletal components known as stringers that run lengthways in a fuselage. The defect is believed to affect about 500 aircraft, including roughly 250 already in service and 250 in production. The company confirmed the discovery was made while parts were already undergoing rework on the production line. Airbus has identified and contained the source of the issue and a remedy is available, it added. The latest snag comes as Airbus is trying to increase production of narrow-body jets to 75 a month from about 60. According to Reuters news agency, a source said Air-

bus first spotted the problem over the summer and the first results from closer analysis came back recently. This particular part of the plane is made by Airbus’ in-house aerostuctures unit Stelia. Customers are continuing to take aircraft deliveries without insisting on extra work being carried out in advance and Airbus has told customers there is no immediate requirement to repair, the source said. European regulators may, however, issue a directive requiring the defects to be repaired within a certain period. Back in December 2025 Airbus engineers found defects on a wider set of A320 fuselage panels as they prepared to inspect hundreds of jets for a flaw that the company’s chief executive said was hurting deliveries. A presentation to airlines at the time showed that the total number of planes needing inspections for those discovered quality problems on metal

panels at the front of some planes was 628, including 168 already in service. It is understood that the larger figure also included 245 in assembly lines, while a further 215 were in an earlier stage of production called Major Component Assembly. Additionally, some panels at the rear and other parts of the jet had been found to have similar thickness problems, though none were on planes then in service. The end of last year was a bad time for Airbus as it had also been dealing with a space-related computer bug after a mid-air incident involving a Jet Blue A320 that October which involved a rapid drop in altitude. There were serious concerns at the time that the plane’s software may have vulnerable to solar cloud flares, so causing the altitude problem, and so a snap software retrofit was ordered by Airbus for some 6,000 A320-family jets.



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AIRCRAFT & ENGINE NEWS

Werner Aero acquires third aircraft for August

Werner Aero has acquired an Airbus A319-100, MSN 2897, its third aircraft acquisition for August, and delivered it to eCube Solutions in St Athan, Wales, for entry into the company's aircraft tear-down programme. The acquisition brings Werner Aero's total aircraft acquisitions to 16 and the number of aircraft placed into its teardown programme to 14 through August 2026. The company said the latest acquisition reflects continued activity in the aviation aftermarket and aircraft life-cycle management sector. Werner Aero is expanding its presence in the aviation aftermarket, supporting the transition of aircraft from service to teardown, parts recovery and material reuse.



Werner Aero has acquired its third aircraft for August which will enter its aircraft teardown programme

© Werner Aero

Textron rolls out 500th Citation Latitude



Textron Aviation marks the 500th Cessna Citation Latitude rollout

© Textron Aviation

Textron Aviation has rolled out the 500th Cessna Citation Latitude business jet from its manufacturing facility in Wichita, Kansas, marking a production milestone for the mid-size aircraft, the company said. The milestone highlights continued demand for the Citation Latitude, which Textron Aviation describes as the world's best-selling midsize business jet, and recognises the employees involved in its production. The aircraft features a spacious, stand-up, flat-floor cabin, along with mission capability and operating efficiency. It also offers range and short-field performance, allowing operators to use the aircraft across a range of missions. The 500th aircraft adds to the growing global fleet of Citation Latitude business jets. Textron Aviation said it would continue to focus on performance, productivity and innovation as operators adopt the aircraft for a range of uses.

Biman boosts fleet with 11 new Boeing aircraft

Biman Bangladesh Airlines (Biman) has ordered 11 Boeing aircraft, comprising five 787-10 Dreamliners and six 737-8 jets, as the national carrier moves to renew and expand its fleet, Boeing said. The order follows Biman's purchase earlier this year of 14 Boeing 787 Dreamliner and 737 MAX aircraft, its largest-ever Boeing order. The latest agreement is part of Biman's fleet renewal and network expansion plans, the airline said. "As the national flag carrier, we remain committed to developing Biman's network and capabilities in a manner that responds to the connectivity needs of the people of Bangladesh, our expatriate community, business and tourism," said Rumee A Hossain, Chairman of Biman Bangladesh Airlines. The airline said the agreement formed part of a broader plan to strengthen Bangladesh's international connectivity and expand its network.



Government leaders celebrate the signing by Boeing and Biman on the sidelines of the United Nations General Assembly
© Boeing

AIRCRAFT & ENGINE NEWS

Heart Aerospace unveils 36-seat hybrid-electric aircraft

Heart Aerospace has unveiled its ES-36, a 36-seat hybrid-electric regional aircraft, alongside a deposit-backed agreement from US carrier JSX for 50 aircraft, with purchase rights for a further 50. The ES-36 is the production version of the company's previously announced ES-30 and features a simplified two-nacelle design and series-hybrid propulsion system aimed at lowering operating and maintenance costs. The aircraft has six more seats and 1,415 pounds of additional payload capacity than the ES-30, a 20% increase in both, while retaining the same maximum take-off weight and battery capacity. Heart said the ES-36 will have an all-electric range of 125 miles (200 km), plus reserves, and a hybrid range of 745 miles (1,200 km), plus reserves. Its twin powertrains each use a 1.65-megawatt electric motor, with onboard batteries supplemented by a gas-turbine-powered generator for longer flights. The agreement with JSX expands an existing partnership and supports the airline's plans for a regional fleet serving nonstop routes from community airports, Heart said.



Image of the ES-36 hybrid-electric regional aircraft in JSX livery

© Heart Aerospace

Turkish Airlines finalises 2025 Boeing 737 MAX deal



Turkish Airlines has finalised an order for up to 150 737 MAX aircraft

© Boeing

Boeing and Turkish Airlines said on Wednesday, September 23, that the carrier had finalised an agreement for up to 150 737 MAX aircraft, concluding discussions that began in 2025 as the flag carrier expands its fleet. Under the agreement, Turkish Airlines will purchase 100 737-8 aircraft and has secured options for a further 50 737 MAX jets, making it the airline's largest Boeing single-aisle order. The deal also includes substitution rights for the 737-10, the largest variant of the 737 MAX family, allowing Turkish Airlines to adjust the aircraft mix as it responds to passenger demand and network requirements. Turkish Airlines, including its AJET subsidiary, operates more than 200 Boeing aircraft, including the 737 MAX, 787 Dreamliner, 777, 737 Next-Generation and 777 Freighter. The airline plans to use the additional 737-8 aircraft on domestic and international routes, benefiting from the aircraft's range, payload flexibility and fuel efficiency on high-demand services.

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AIRCRAFT & ENGINE NEWS

United takes first A321XLR with GTF Advantage engines



United Airlines has taken delivery of the first aircraft powered by GTF Advantage™ engines

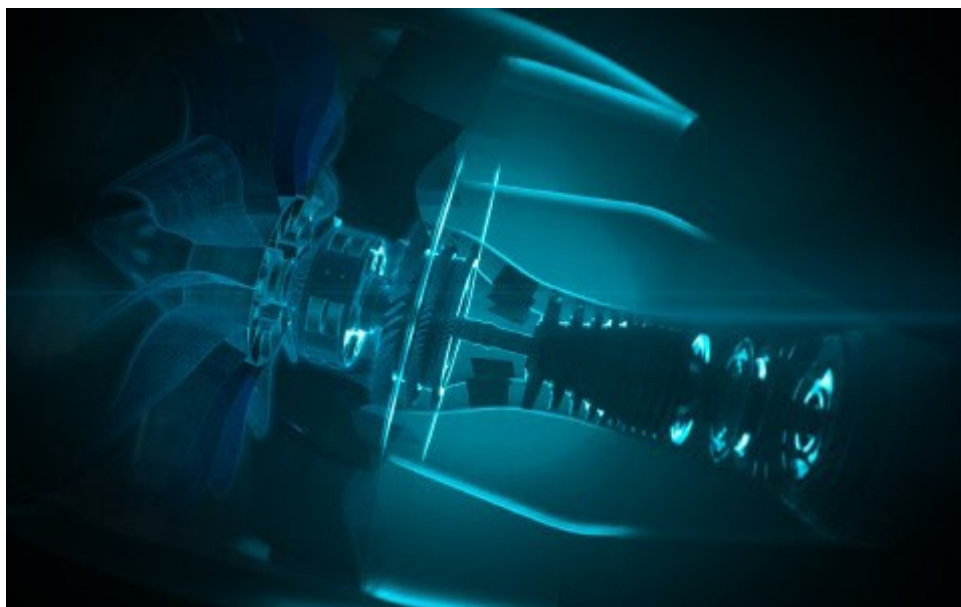
© Pratt & Whitney

United Airlines has taken delivery of its first Airbus A321XLR powered by Pratt & Whitney's GTF Advantage engines, marking the latest step in the airlines' long-standing relationship. Pratt & Whitney, a unit of RTX, said the new engine offers improved efficiency, durability and additional thrust for the long-range A321XLR. The GTF Advantage features an upgraded hot section and is designed to deliver up to twice the time on wing of the current GTF engine, as well as 4% to 8% more take-off thrust, Pratt & Whitney said. The increased thrust is intended to support longer-range operations, while the new engine remains fully interchangeable with the existing GTF model, allowing airlines such as United to operate mixed fleets. Pratt & Whitney plans to transition its entire PW1100G-JM production line to the GTF Advantage specification by 2028.

MRO & PRODUCTION NEWS

Rolls-Royce to lead EU hybrid-electric aircraft project

Rolls-Royce has been selected by the European Union's Clean Aviation programme to lead a project aimed at demonstrating hybrid-electric propulsion technology for future short- and medium-range aircraft, as the aviation industry seeks to cut emissions while improving fuel efficiency. The ELEVATED project is one of 19 initiatives selected under the latest Clean Aviation funding call. The projects will receive up to €290 million in EU funding and are expected to generate total public and private investment of €664 million, supporting technologies ranging from hybrid-electric propulsion to hydrogen-powered and ultra-efficient regional aircraft. Led by Rolls-Royce Deutschland, the ELEVATED consortium includes industrial, academic and research partners from France, Germany, the Netherlands, Norway, Spain and the United Kingdom. The partners will work on areas including hybridisation, electrification, engine integration, electrical



Rolls-Royce to elevate EU's latest Clean Aviation call

© Rolls-Royce

machines and drives, high-voltage systems, aircraft integration and technology modelling. Subject to the completion of the grant process, the project will integrate a hybrid-electric subsystem into an existing "donor" engine. The system will then be integrated, controlled and tested under conditions intended to replicate those encountered in aircraft operation. Rolls-Royce said the hybrid-electric system is being developed towards a target of reducing aircraft-level carbon dioxide emissions by at least 20%. The project will also assess the potential contribution of hybrid-electric technology to the company's UltraFan 30 technology demonstrator, supporting its development towards Technology Readiness Level 6, a stage at which technology is considered sufficiently mature for demonstration in a relevant environment. UltraFan is Rolls-Royce's next-generation geared engine programme for both narrow-body and wide-body aircraft. The UltraFan 30 demonstrator is focused on short- and medium-range aircraft and is scheduled for ground testing in 2028. The demonstrator combines new engine-core architecture, fan technology, advanced materials and manufacturing processes, with the aim of improving fuel efficiency, emissions and durability. Rolls-Royce said the engine is being designed to operate with 100% sustainable aviation fuel from the outset. The ELEVATED project forms part of wider European efforts to develop lower-emission aviation technologies while maintaining the competitiveness of the region's aerospace industry. (€1.00 = US\$1.15 at time of publication).

MRO & PRODUCTION NEWS

TARMAC Aerosave wins Indian A320 maintenance approval

TARMAC Aerosave has secured approval from India's Directorate General of Civil Aviation (DGCA) to carry out maintenance on Indian-registered Airbus A320-family aircraft, the company said at MRO Asia-Pacific 2026. The approval covers the full A320 family across all engine types, including CFM56, IAE V2500, CFM LEAP-1A and Pratt & Whitney PW1100G. TARMAC Aerosave's headquarters and facility in Tarbes, France, can now perform maintenance on Indian-registered aircraft and issue certificates of release to service recognised by the Indian authority. The approval covers the group's core services, including base maintenance, end-of-lease transitions, aircraft storage and preservation, return-to-service work and engine services. India is the world's fastest-growing aviation market in terms of fleet expansion, while its single-aisle fleet corresponds closely with the scope of the new approval, spanning current-generation LEAP-1A and PW1100G engines as well as the previous-generation CFM56-5B and V2500. With approval covering all four engine types, TARMAC Aerosave can accept A320-family aircraft operated by Indian carriers without engine-related restrictions. The company said this would benefit lessors and operators with mixed fleets and support aircraft transitions between Indian and international operators.



TARMAC Aerosave has secured Indian DGCA approval covering the full A320 family of aircraft

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MRO & PRODUCTION NEWS

Airbus converts Broughton A380 plant for A321 production

Airbus is investing £150 million (US\$172.5 million) to convert its former A380 wing production facility in Broughton, Wales, into a production line for A321 aircraft, as the planemaker expands its industrial capacity to meet demand for its best-selling A320 family. The conversion is due to be completed by the end of the year and will include six wing production jigs, an equipping line and a paint shop. The facility will support production of the A320 family, which has a backlog of about 7,500 aircraft, around 70% of them A321s, Airbus said. The investment will also support about 480 new jobs at the Broughton site in 2026, including 250 positions at the refurbished facility. The site currently employs about 6,000 people. Airbus said the upgraded factory would use new manufacturing processes and technology developed with input from workers across the site. Production of the first wing is already under way, with all six jigs expected to be operational by the end of the year. The investment follows a multi-million-pound expansion of Airbus' Belfast facility, which is aimed at increasing wing manufacturing capacity and advanced composite capabilities to support the planned production ramp-up of the A220.



Airbus invests £150m into UK manufacturing

© Airbus

Embraer, Japan Airlines extend E-Jet support deal



Embraer and Japan Airlines renew their pool programme agreement

© Embraer

Embraer and Japan Airlines (JAL) have extended their long-standing partnership with a multi-year agreement covering maintenance, repair and spare-parts support for JAL's fleet of 32 E170 and E190 aircraft. Under Embraer's Pool Program, the agreement will provide repairable components for the airline's E-Jet fleet, with an inventory of parts positioned close to JAL's operations to allow rapid access to critical components and help minimise operational disruptions. The E-Jets have been part of JAL's fleet since 2008, supporting regional connectivity across Japan. The extension reflects the companies' continued focus on aircraft reliability and operational performance as regional air connectivity in Japan develops. JAL's E-Jet fleet has recorded an average six-month service reliability rate of 99.8%, Embraer said.

AJW Group signs A330 support deal with Sun PhuQuoc Airways

AJW Group has signed a six-year Power-by-the-Hour (PBH) support agreement with Sun PhuQuoc Airways to support the Vietnamese carrier's expanding Airbus A330 fleet as it develops medium- and long-haul operations across the Asia-Pacific region. Sun PhuQuoc Airways plans to introduce its A330 fleet in phases, with the first two aircraft entering service this month. The airline expects the fleet to grow to as many as 15 A330s by 2030 as it expands its long-haul network. The agreement extends a partnership established earlier this year, when AJW Group signed a long-term PBH and Main Base Kit agreement covering the carrier's Airbus A320-family fleet. Under the latest agreement, AJW Group will provide PBH support for the A330 fleet, including component availability during the aircraft induction programme and technical and supply chain support aimed at maintaining operational performance. The introduction of the A330s will allow Sun PhuQuoc Airways to serve longer-haul markets and broaden its international network.



AJW Group has signed a six-year PBH support agreement with Sun PhuQuoc Airways

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MRO & PRODUCTION NEWS

China Airlines picks REVIMA for B787 APU support



Signing ceremony between REVIMA and China Airlines

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China Airlines has selected REVIMA to provide long-term maintenance, repair and overhaul (MRO) support for the airline's APS5000 auxiliary power unit (APU) fleet on its Boeing 787 aircraft. Under the agreement, REVIMA will provide Power by the Hour (PBTH) support, covering APU and line-replaceable unit (LRU) repairs as well as predictive maintenance services. "Ours is a long-term agreement structured to provide maximum value to China Airlines, from top-quality support to best-in-class lifecycle management of its B787 APU fleet," said Olivier Legrand, President and Chief Executive of REVIMA. REVIMA will also provide China Airlines with access to its digital services portfolio, including Predicare, Effifuel, Opti-cooling and Optipower, aimed at improving ground operations efficiency.

SR Technics supports Garuda CFM56 maintenance

SR Technics has begun maintenance services for selected CFM56 engines operated by Garuda Indonesia, supporting the national carrier's fleet readiness and operational requirements. The work is being carried out through SR Technics' engine maintenance operations in Zurich and forms part of Garuda Indonesia's broader efforts to strengthen operational reliability and the resilience of its maintenance network. SR Technics, a provider of engine maintenance, repair and overhaul (MRO) services, said the cooperation draws on its established MRO capabilities to provide dedicated maintenance support for the selected CFM56 engines. The programme is intended to support Garuda Indonesia's fleet operations and maintenance requirements across its network.



SR Technics employees work on CFM56 engines

© SR Technics

VSE Aviation signs Jeju Air repair deal



Jeju Air

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VSE Aviation has signed a two-year repair agreement with Jeju Air, South Korea's largest low-cost carrier, the aviation aftermarket services provider said. Under the agreement, VSE Aviation will provide repair services for a broad range of aircraft components through its MRO facility in Miramar, Florida. The scope includes accessories, avionics, fuel systems, harnesses, hydraulics, instruments, mechanical components, pneumatics and radio equipment. "We are pleased to expand our relationship with Jeju Air, further strengthening the support we provide across their fleet," said George Poh, VSE Aviation's APAC leader. The agreement reflects customers' confidence in VSE Aviation's technical expertise and its ability to provide aftermarket services aimed at supporting fleet operations, Poh said. VSE Aviation's MRO business provides repair and overhaul services for a wide range of aircraft systems and components, supported by specialised technical expertise and its growing global MRO network.

MRO & PRODUCTION NEWS

Safran, China Airlines sign A350-900 landing gear agreement

Safran Landing Systems and Taiwan-based China Airlines have signed an agreement covering the overhaul of the main landing gear on the carrier's fleet of 18 Airbus A350-900 aircraft, the companies said on September 23. The agreement, signed at Safran Landing Systems' Singapore facility during MRO Asia-Pacific, covers the airline's entire A350-900 fleet and will support its landing gear maintenance needs from 2026 to 2031. Under the deal, Safran will provide landing gear overhaul services and related technical support aimed at maintaining the reliability, availability and performance of China Airlines' A350 fleet. The maintenance work will be carried out at Safran Landing Systems' MRO centre in Singapore, drawing on the French company's original equipment manufacturer expertise and MRO capabilities. The agreement builds on a long-standing relationship between the two companies. China Airlines already uses Safran Landing Systems for landing gear maintenance on its Airbus A330 fleet. Other members of the China Airlines Group, including Tigerair Taiwan and Mandarin Airlines, also work with Safran Landing Systems on landing gear services for their respective fleets.



The agreement was signed at Safran Landing Systems' Singapore facility during MRO Asia-Pacific © Aloysius Lim - Safran

StandardAero, GMR Aero Technic expand engine support in India



Signing of the supplier services agreement

© StandardAero

StandardAero has signed a supplier services agreement with GMR Aero Technic, India's largest third-party MRO provider, to expand on-wing engine support for airlines in India. The agreement initially covers support for narrow-body engines including CFM International's CFM56-7B, LEAP-1A and LEAP-1B, StandardAero said. India is a major market for the latest-generation LEAP engines, which power Airbus A320neo and Boeing 737 MAX aircraft. Indian operators have about 1,000 such engines in service and a further 3,200 on order, the company said. The CFM56-7B, which powers the Boeing 737NG family, also remains widely used in India, with more than 100 engines in service. StandardAero has provided engine MRO services to Indian operators for several years, including support for the LEAP-1B, AE 3007A regional turbofan and PW127 regional turboprop engines. The companies said the agreement will combine their capabilities to provide enhanced on-wing support to operators across India.

AirBorneo inks four-year engine services agreement with P&WC

Pratt & Whitney Canada (P&WC) has signed a four-year agreement with AirBorneo Airways to provide maintenance, repair and overhaul (MRO) services for PW127M engines powering the airline's ATR 72-500 turboprop fleet through 2030, the companies said. AirBorneo operates its ATR 72-500 aircraft on Malaysia's Rural Air Services network, which connects remote and underserved communities across East Malaysia. The agreement is designed to help AirBorneo manage engine maintenance costs and support aircraft availability for the network, Pratt & Whitney Canada said. "We worked closely with AirBorneo to develop a maintenance solution that manages engine costs and supports high dispatch availability for these critical flights," said Anthony Rossi, vice president of customer service at Pratt & Whitney Canada. The engines will be maintained primarily at Pratt & Whitney Canada's Singapore facility, which serves as a customer-support hub for the Asia-Pacific region. Recent investment at the Singapore site has expanded its turboprop MRO capabilities, strengthening its capacity to provide localised support to operators across the region, the company said.

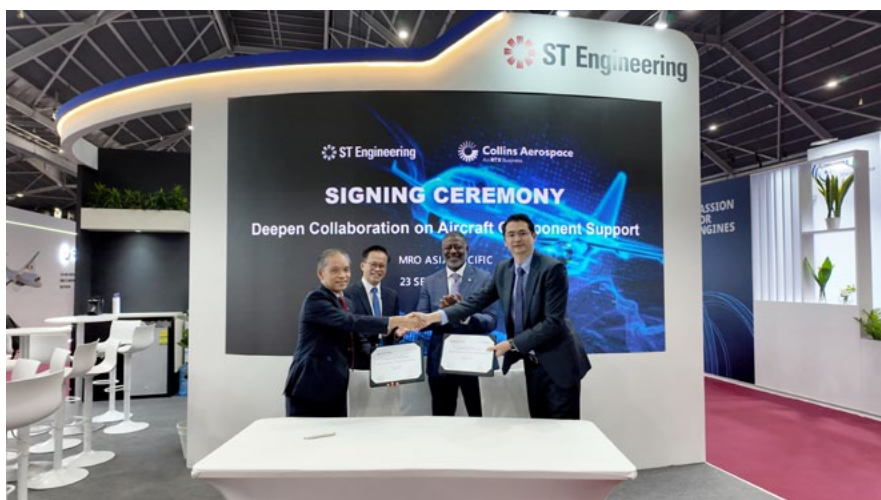


Pratt & Whitney Canada and AirBorneo Airways sign PW127M maintenance agreement © AirBorneo Airways

MRO & PRODUCTION NEWS

ST Engineering, Collins expand component support

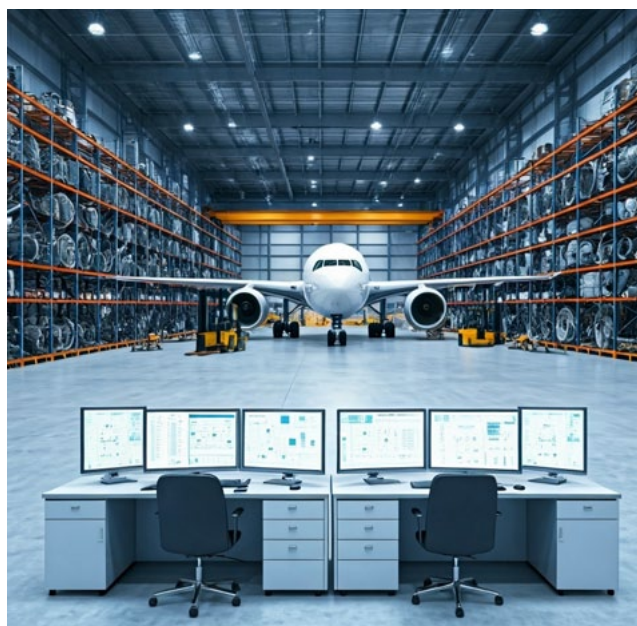
ST Engineering's Commercial Aerospace business and Collins Aerospace, an RTX business, have signed three multi-year agreements to expand component support for airline operators, building on their longstanding relationship. The agreements introduce new collaboration on component repairs and extend existing arrangements covering spare parts procurement and lifecycle repairs. Together, they will combine original equipment manufacturer (OEM) and maintenance, repair and overhaul (MRO) expertise to provide airlines with component repairs designed to support aircraft dispatch and reduce turnaround times. Under the new agreement, ST Engineering will provide repair services for Collins fan assembly electronics boards used on Boeing 787 aircraft. The arrangement is intended to reduce turnaround times for line-replaceable unit (LRU) repairs and improve efficiency by offering repair rather than replacement solutions to airlines and operators. ST Engineering has also extended and expanded a multi-platform agreement to procure new Power & Controls spare parts from Collins for its LRU component MRO operations. The broader arrangement adds more narrow-body aircraft components to ST Engineering's portfolio, supporting OEM-standard component repair services. Furthermore, the companies have also extended their collaboration on LRU component repairs for Airbus A320- and Boeing 737-family aircraft through Collins' FlightSense aftermarket support programme.



ST Engineering and Collins Aerospace agreement signing

© ST Engineering

GA Telesis expands USM processing capacity in Florida



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GA Telesis LLC said it is expanding its distribution operations with the opening of a used serviceable material (USM) processing centre in Port St. Lucie, Florida, as demand for aviation parts grows. The new facility will process components recovered from aircraft and engine dismantling projects, the company said. It will receive, document, evaluate and prepare parts for shipment to approved maintenance, repair and overhaul (MRO) facilities. After repair or overhaul, serviceable components will be distributed through GA Telesis' global network to support airlines, aircraft lessors and MRO customers. The expansion is aimed at supporting growth in both the company's USM and new-parts distribution businesses and is expected to create jobs in St. Lucie County, GA Telesis said. The company's main distribution centre in Fort Lauderdale, Florida, as well as its facilities in Europe and Asia, will continue to handle distribution of new and serviceable aviation material. Separating USM processing from the main distribution operations is expected to allow the facilities to specialise in different functions, while increasing throughput, improving material flow and reducing the time needed to move components through the repair and distribution cycle, the company said. GA Telesis is currently dismantling a record number of aircraft and engines as airlines and lessors adjust fleet requirements and demand grows for lower-cost replacement parts that are available immediately. Recent dismantling projects have included Airbus A320neo and Boeing 737 MAX 8 aircraft, expanding the company's inventory of components for newer commercial aircraft fleets.

ReGEN opens components hub in Singapore

ReGEN, a provider of commercial aircraft airframe and engine components and part of Genesis Group, has opened a new components hub at Singapore's Changi Airfreight Centre. The facility will stock serviceable airframe and selected engine components for Airbus A320 and A330 families, as well as Boeing 737 and 777 aircraft, allowing airlines and maintenance, repair and overhaul (MRO)

providers in the region to access replacement material more quickly. The Singapore facility is ReGEN's third regional location and expands its inventory network across Europe, North America and Asia, strengthening its presence in the global used serviceable material (USM) market. "Opening the Singapore hub allows us to bring ready-to-install, serviceable material closer to customers in the region," said David

Curran, head of ReGEN. "Growing aircraft utilisation in Asia is driving increased maintenance requirements and demand for replacement material. Establishing inventory in Singapore allows us to respond locally, shorten lead times and provide faster, more reliable access to the components our customers need," he said.

MRO & PRODUCTION NEWS

Honeywell, Garuda Indonesia sign three-year APU services deal



Honeywell APU

© Honeywell Aerospace

Honeywell Aerospace said it has signed a three-year agreement with PT Garuda Indonesia (Persero) Tbk to provide repair and maintenance services for auxiliary power units (APUs) across the Indonesian airline's aircraft fleet. The agreement covers Honeywell Aerospace's 131-9B, 331-350 and 331-500 APU models and builds on the companies' longstanding partnership, Honeywell said. The arrangement is intended to give Garuda Indonesia greater predictability over repair costs and defined service expectations, supporting maintenance planning during the three-year term. "Consistent, predictable maintenance support is critical in helping airlines plan maintenance effectively and keep their fleets operating reliably," said Eric Ai, President of Asia Pacific at Honeywell Aerospace. APUs provide electrical power and conditioned air when aircraft are on the ground, supporting aircraft and cabin systems during boarding and turnaround. Honeywell Aerospace provides repair, overhaul and upgrade services for aircraft systems through a global network of 26 repair and overhaul facilities, including sites in the Asia-Pacific region, as well as more than 100 commercial air transport channel partner locations.

GMF, FTAI deepen engine maintenance partnership

GMF AeroAsia (GMF), part of the Garuda Indonesia Group, and FTAI Aviation have expanded their strategic partnership to increase engine and auxiliary power unit maintenance capacity and strengthen their presence in the Asia-Pacific market. The initial agreement covers CFM56-5B and CFM56-7B engines and GTCP131-9 series APUs, with GMF guaranteeing capacity for FTAI over the next five years. The partnership was formalised at MRO Asia-Pacific 2026 in Singapore. The companies already work together, with GMF providing engine maintenance services to FTAI. The expanded partnership is expected to support a gradual move into deeper module and component work, as well as next-generation engines including CFM International's LEAP. GMF Chief Executive Andi Fahrurrozi said the agreement would help the company respond to rising engine maintenance demand from FTAI, its customers and the wider regional aviation market. The partnership will allow GMF to expand its customer base in Asia-Pacific and globally while building its maintenance capacity and capabilities, Fahrurrozi said.



The partnership was formalised at MRO Asia-Pacific 2026 in Singapore

© GMF AeroAsia

FINANCIAL NEWS

GE Aerospace to invest US\$225m in Niskayuna research centre



Aerial view of the research centre in Niskayuna, New York

© GE Aerospace

GE Aerospace will invest US\$225 million to modernise its research centre in Niskayuna, New York, as the aerospace company expands its research capabilities in areas including artificial intelligence, autonomy, robotics and advanced propulsion. The state of New York has committed US\$8.4 million in tax credits through Empire State Development, while the Schenectady County Metroplex Development Authority will provide additional local incentives worth US\$5.3 million. The GE Aerospace Research Center has operated as a technology development hub for more than 75 years. The latest investment will upgrade its infrastructure and research equipment, with about two-thirds of the funding allocated to infrastructure improvements and the remainder to advanced research technology. The project is expected to create 75 full-time jobs over five years, including research, engineering and skilled trade positions, as well as temporary construction employment.

GE Aerospace said the upgraded centre will support advanced technology programmes with academic and federal partners, including projects backed by the U.S. Department of Energy and Department of War. Site improvement work is expected to begin immediately, with research operations continuing during construction with minimal disruption, the company said.

FINANCIAL NEWS

Attestor to take 49% Condor stake



Condor is reorganising its shareholder structure

© AirTeamImages

since backed the airline's strategic development. Condor has renewed its long-haul fleet in recent years and is continuing to expand its short- and medium-haul operations. It is also adding destinations to its city network as it seeks to strengthen feeder traffic into its Frankfurt hub.

German leisure airline Condor is set to restructure its shareholder base after the early repayment of state aid, with investor Attestor exercising an option to acquire a 49% stake held on behalf of the German government and the state of Hesse. The stake, currently held by SG Luftfahrtgesellschaft, will be transferred to Attestor under an agreement reached when the investor acquired a stake in Condor in 2021. The transaction is scheduled to close on August 31, 2027, Condor said. The deal marks the end of an exceptional period for the airline, which received government support after the collapse of its former parent Thomas Cook and the disruption caused by the COVID-19 pandemic. The German government and Hesse provided support to stabilise Condor during the crisis, while Attestor became a long-term investor in 2021 and has

Citadel Aviation to acquire Mach 1

Citadel Aviation has agreed to acquire Mach 1 Aviation Group (Mach 1), a U.S. Federal Aviation Administration (FAA) Part 145-certified repair station in Savannah, Georgia, expanding its presence on the U.S. East Coast and adding aircraft-on-ground (AOG) support to its services. The deal, which is expected to close by the end of September, is subject to customary closing conditions. Financial terms were not disclosed. Mach 1, founded in 2020 by former Gulfstream master technicians Richard Bennett, Derek Johnston and Ben Venuti, provides airframe, avionics and cabin systems support for Gulfstream aircraft worldwide. Its team has more than 100 years of combined techni-

cal experience across avionics, SATCOM and cabin communications, engine and airframe systems, and entry-into-service programmes. The company is an approved service provider to most Part 135 operators in its market and also supports a large base of Part 91 aircraft owners. Its services include maintenance support and assistance with aircraft transactions. Following completion of the deal, Mach 1 will continue operating under its FAA Part 145 certificate and retain its existing customer commitments. Its Savannah facility will become an East Coast service and AOG coordination centre for Citadel. Mach 1 customers will gain access to Citadel's broader capabilities, includ-

ing maintenance, repair and overhaul, cabin refurbishment, engineering, connectivity and technology upgrades, as well as support for narrow- and wide-body VIP aircraft. Citadel customers will gain access to Mach 1's rapid-response Gulfstream support. The acquisition is part of Citadel Aviation's expansion following its rebrand from Citadel Completions in January. The company opened operations at Dallas Love Field in March and said it secured 13 new VIP aircraft projects in January. It has completed 48 aircraft projects to date. Mach 1 will be Citadel's third major capability expansion in less than a year.

MILITARY AND DEFENCE

Lockheed Martin presents first German F-35

Lockheed Martin has presented Germany's first F-35A Lightning II fighter aircraft to the German government at a ceremony at the company's F-35 production facility, marking a milestone in Germany's acquisition of the aircraft and its integration into NATO operations. Senior German and U.S. government and military officials attended the ceremony alongside Lockheed Martin employees and industry partners. Germany has ordered 35 F-35As, which will provide the Luftwaffe with a fifth-generation fighter equipped with stealth technology, advanced sensors and long-range capabilities. The aircraft is operated or selected by 20 countries, including 13 European nations, Lockheed Martin said. German industry has been involved in the F-35 programme since its launch in 2001 and is expected to remain part of its global supply chain. Lockheed Martin said it was also exploring further industrial partnerships in Germany covering manufacturing, maintenance, training and research and development. The first eight German aircraft are due to be delivered to Ebbing Air National Guard Base in Arkansas for pilot training from this autumn. The first F-35s are expected to arrive in Germany in late 2027.



The first F-35 for Germany

© Lockheed Martin

MILITARY AND DEFENCE

Mexico orders second C-130J-30 Super Hercules



Mexico is expanding its C-130J Super Hercules fleet with a second aircraft

© Lockheed Martin

Mexico's air force has announced the acquisition of a second Lockheed Martin C-130J-30 Super Hercules tactical transport aircraft, expanding its airlift capacity after receiving its first aircraft earlier this year. The first C-130J-30, announced in January, made Mexico the first Latin American country to join the global Super Hercules fleet, Lockheed Martin said. The Fuerza Aérea Mexicana (FAM) has operated Hercules aircraft for decades and is using the C-130J-30 to modernise its transport fleet. The stretched variant provides an additional 15 feet of cargo space and offers greater payload, range and fuel efficiency than earlier models, the company said. The first aircraft was deployed to deliver emergency supplies, medical assistance and personnel to Venezuela following two earthquakes there, highlight-

ing the FAM's use of the aircraft for humanitarian missions. The second aircraft is expected to expand Mexico's ability to respond to regional emergencies and support humanitarian and strategic airlift operations across Latin America, Lockheed Martin said.

INFORMATION TECHNOLOGY

ProvenAir launches new Lease Management platform

ProvenAir Technologies has deployed its new Lease Management platform, a cloud-based solution designed to help aerospace asset owners track their portfolios and the lease economics governing them, the company said. Developed in close collaboration with RESIDCO a commercial aircraft and engine lessor, the platform provides asset owners with a single system for managing lease and port-

folio data, replacing spreadsheets and manual processes that have long been used across the industry. As ProvenAir's design partner, RESIDCO worked alongside the company's product team throughout development, helping shape the platform's core workflows around real portfolio and lease scenarios. The collaboration resulted in Fly Forward Economics, Lease Management's flagship capability,

which brings lease-value and return-condition forecasting into the same view as underlying maintenance and traceability records. "Working with ProvenAir on this platform means we now have lease and asset data in one place and with a real-time view. It's changed how quickly we can answer basic questions about our own portfolio," said Scott Daniels, Managing Director, Aviation, at RESIDCO.

OTHER NEWS

Joramco, the Amman-based aircraft MRO facility and engineering arm of **Dubai Aerospace Enterprise** (DAE), has opened a new Customer Center aimed at strengthening collaboration with airline customers and improving support. The 1,850 m² facility spans two floors and brings customer-facing teams and engagement areas together in one location, allowing closer communication and faster coordination between Joramco and its partners. The center includes 35 offices for customer representatives, with capacity for up to 108 people, as well as meeting rooms, customer lounges and dedicated collaboration areas. It also provides direct access to Joramco's hangars, allowing customer representatives to work closer to ongoing maintenance operations. Jeff Wilkinson, Chief Executive Officer of DAE Engineering, said the centre was intended to bring Joramco closer to its customers, allowing the company to understand their requirements more quickly and respond more effectively. He said the facility demonstrated Joramco's commitment to making transparency and collaboration central to its day-to-day operations.



Official opening of Joramco's new Customer Center

© Joramco

OTHER NEWS

VINCI Airports has announced a £500 million (US\$665 million) investment programme over the next five years to support the development of **Edinburgh Airport**, Scotland's busiest airport, in the largest investment in its history. The programme marks a new phase in the airport's development and underlines the commitment of VINCI Airports and co-shareholder **Global Infrastructure Partners** (GIP) to making the airport more efficient, connected and sustainable. Since joining the VINCI Airports network in 2024, Edinburgh Airport has continued to grow. In 2025, it handled nearly 17 million passengers, up 7.5% from the previous year. The five-year programme will transform the airport's infrastructure to increase capacity, improve passenger flows and strengthen operational performance. Plans include new gates to support route growth, additional aircraft stands to accommodate more movements, an expanded check-in hall and departure lounge, and a 60% increase in the terminal footprint. The investment will also include new and upgraded retail, food and beverage areas, as well as expanded facilities for international arrivals and baggage make-up and reclaim. The programme is the first phase of a broader project aimed at ensuring Edinburgh Airport can meet demand efficiently and sustainably while continuing to support Scotland's economy. The planned expansion is expected to enable the development of new air routes and strengthen Scotland's connectivity with Europe, North America, the Middle East, Asia and other international markets. The investment will also support the airport's environmental objectives through upgraded infrastructure and the integration of low-carbon solutions aimed at reducing its carbon footprint.



Vinci Airports will invest £500 million over five years to support Edinburgh Airport's growth
 © Shutterstock



Elbe Flugzeugwerke (EFW) and **Mitteldeutsche Flughafen AG** are working on plans to support the long-term development of Dresden Airport as an aviation hub, with a focus on infrastructure needed to accommodate EFW's growth. The companies said discussions had centred on EFW's future requirements at Dresden Airport, including aircraft parking and apron capacity. They will work together to define and coordinate infrastructure needs linked to the expansion of EFW's operations. Particular attention will be given to wide-body programmes involving aircraft such as the Airbus A380 and A330, the companies said. EFW and Mitteldeutsche Flughafen also plan to strengthen co-operation in military aviation. The companies said EFW's requirements would be taken into account at an early stage as potential changes to airport infrastructure are assessed. The aim is to support the site's long-term competitiveness and create capacity for further growth, they said.

Mitteldeutsche Flughafen AG supports EFW's future plans in Dresden

© EFW

Metro Aviation and **BETA Technologies** have flown BETA's all-electric ALIA conventional take-off and landing aircraft with Washington County Emergency Medical Services in Brenham, Texas, testing its potential for disaster-response operations. The demonstration, held this month, focused on using the aircraft to transport emergency equipment for an EMS system that handles more than 7,000 calls a year across roughly 700 square miles. It was BETA's first flight in Texas under the U.S. Department of Transportation and Federal Aviation Administration's eVTOL Integration Pilot Programme (eIPP) and formed part of Project Nexus, led by the Texas Department of Transportation. Washington County EMS Director Taylor Leonard said the agency was grateful to be involved in the project, while Metro Aviation Vice President Todd Stanberry said the flight demonstrated how electric aircraft could complement existing emergency-response operations. Washington County EMS has worked with Metro since 2022, with Metro operating an EC145 helicopter for the county. The agency provides emergency and non-emergency transfers, critical care and rescue paramedic services across the county. The demonstration tested how the ALIA CTOL could operate alongside helicopters and ground-based emergency services. Under Project Nexus, BETA and Metro are also assessing how electric aircraft and charging infrastructure can be integrated into established aviation operations on a route linking Galveston, Sugar Land and Brenham. BETA said the programme aims to develop an operating model for integrating electric aviation into commercial operations across Texas, working with aviation operators, public agencies and other partners.



BETA, Metro Aviation test electric aircraft for rural emergency response in Texas

© Metro Aviation

OTHER NEWS

Global airports handled a record 9.8 billion passengers in 2025, **Airports Council International (ACI) World** reported, while air cargo volumes also reached an all-time high. Momentum has cooled in 2026, however, with passenger growth slowing amid mounting geopolitical and economic headwinds, even as cargo volumes continue to expand. The figures, published in **ACI World's 2026 Annual World Airport Traffic Report (WATR)**, draw on data from 2,817 commercial airports worldwide – ACI World's largest dataset to date – covering an estimated 97% of scheduled global passenger traffic and providing a comprehensive picture of global airport activity. "The 2025 results confirm what this industry has shown year after year: long-term demand for air travel remains strong, and more capacity will be needed," said Justin Erbacci, ACI World's Director General. "Meeting that demand means expanding capacity while getting far more out of the infrastructure we already have. It also means advocating for regulation that enables investment rather than blocking it and never losing sight of the fact that airports are strategic assets for their communities," he said. Air cargo reached a record 131.2 million tonnes in 2025, while aircraft movements rose to 103.1 million. Yet the headline figures mask a more unsettled picture emerging in 2026. Geopolitical tensions, airspace disruption and rising costs have begun to reshape the industry's near-term outlook, the report said.

2025: The year in numbers

International travel drove growth, with passenger traffic rising 6.1%, comfortably outpacing domestic growth of 1.7%. Global air cargo increased 3.3%, while aircraft movements rose 2.0%. Passenger growth was strong across almost every region. Africa led the way with a 9.0% increase in traffic, followed by the Middle East at 6.5%, Asia-Pacific at 5.1%, and Latin America and the Caribbean at 4.5%. Europe also posted solid growth of 4.2%. North America was the exception, with traffic declining 0.7% amid weaker domestic demand.

2026 so far: Turbulence beneath the surface

The opening months of 2026 have told a more complicated story. Global passenger traffic reached approximately 4.7 billion in the first half of the year, up just 0.6% from the same period in 2025, marking a significant slowdown from last year's pace. Growth continued across Africa, Europe, Latin America and the Caribbean, and Asia-Pacific, while North America remained largely flat. The Middle East recorded the sharpest decline, with traffic down 21% as the region was affected by the escalating crisis and airspace disruption. Despite the near-term volatility, the report's underlying message remains one of confidence: the long-term drivers of aviation demand – rising populations, growing incomes, expanding connectivity and an enduring appetite for mobility – remain firmly intact.

INDUSTRY PEOPLE



Eléonore Tramus

- Air France Industries KLM Engineering & Maintenance (AFI KLM E&M) has appointed **Eléonore Tramus** as chief executive of CRMA Aero Repair, effective immediately, as the engine component

repair specialist looks to expand its capabilities. CRMA is one of AFI KLM E&M's centres of excellence for engine component repair. Tramus began her career at Safran Aircraft Engines and joined the Air France-KLM Group in 2010. She has since held leadership roles across the group's airline and maintenance, repair and overhaul (MRO) operations. At AFI KLM E&M, she served as director of Engines Product Network and Development, where she worked on engine repair development and product strategy, including projects involving CRMA. She later held strategic, commercial and operational positions within Air France-KLM's airline operations, including director of Asia MEGI

network planning. Most recently, she was general manager for the East Mediterranean region, covering Italy, Greece, Turkey and Israel, based in Rome. In her new role, Tramus will work with CRMA's teams to expand the company's repair capabilities, with a particular focus on industrialising repair solutions for LEAP engine components and responding to customer demand. The expansion supports AFI KLM E&M's strategy of reducing engine maintenance costs by increasing the use of repair solutions as an alternative to replacing components.



Vittorio Lorenzo Della Bella

ATR has appointed Leonardo Helicopters U.S. President **Vittorio Lorenzo Della Bella** as its new Chief Executive, effective November 1, succeeding **Nathalie Tarnaud Laude**, the regional aircraft maker said. Della Bella previously served as Senior Vice President for customer support, services and training at Leonardo Helicopters, where he led a global

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AviTrader Publications Corp.

Suite 305, South Tower
5811 Cooney Road
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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

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organisation of about 2,500 employees supporting more than 4,500 helicopters and 1,300 customers. He has held senior roles in programme management, business development, customer support and international industrial cooperation, including as managing director of NHIndustries. ATR, a joint venture between Airbus and Leonardo, also appointed Airbus executive **Patrick Bergues** as Senior Vice President of Finance and Chief Financial Officer, effective November 1. Bergues, who will succeed **Andrea Coccetti**, most recently served as CFO of Airbus in the United States and CFO of Starlab Space. He has more than three decades of experience in aerospace finance, including roles in corporate finance, aircraft financing, insurance and risk management, financial analysis and business control. Coccetti is moving to a new role within the Leonardo group, ATR said.

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) CFM56-5B/3					
(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				
GEEx Engines	Sale / Lease	Company	Contact	Email	Phone
(2) GEEx-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	

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TO OWN, OR NOT TO OWN, THAT IS THE QUESTION...
Spare engine management

AVIONIC REPAIRS
Technology, talent and the turnaround challenge

MYTHBUSTERS
Composite damage is always visible

FIRE & ICE
Aircraft maintenance in extreme environments

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	
(5) 131-9A, (9) 131-9B (Max compliant), (1) APS3200 "C"	GA Telesis		apu@gatelesis.com	+1-954-849-3509
(1) 331-500, (1) PW901, (1) 331-200, (2) 331-350				
Engine stands: CF6-80C2, CFM56-5A/B/C, PW4000, CF34-10, V2500			stands@gatelesis.com	+1-954-676-3111
CFM56-7B major LPT module, CFM56-7B Fan and Boosters				
CF6-80C2: Major LPT Module				
(2) APU GTC131-9B	Willis Lease	Gavin Connolly	gconnolly@willislease.com	+44 1656 765 256
Engine stands now available	Now - Lease			

