AVITRADER
AVIATION NEWS PUBLICATIONS

ISSN 1718-7966 OCTOBER 26, 2026/ VOL. 1061
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Weekly Aviation Headline News

> "European airfares could see their "biggest increase in history" next year.
> *Ryanair CEO, Michael O'Leary*



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US carriers among many forced into major fare hikes to mitigate rising fuel costs

Labor Department data showed average US airfares climbed nearly 23% year-on-year through September

US airlines are entering the final quarter of the year with a central problem: resilient passenger traffic and sharply higher fares have not been enough to fully offset soaring fuel costs. Third-quarter results from most of the US carriers revealed that the steady demand for air travel has allowed airlines to raise ticket prices and generate record revenue, but the surge in jet fuel expenses has pressured margins and prompted these companies to take a more cautious view on profit and capacity growth. As the war in Iran stretches into its eighth month, US carriers must also determine how much more of the fuel cost surge they can pass on to customers without weakening travel demand. US airfares rose an average of nearly 23% year-on-year in the seven months through September, according to Labor Department data. Reuters news agency reports that Delta Air Lines, Southwest Airlines, and American Airlines have lowered their 2026 earnings forecasts, with airfares yet to fully catch up to the sharp spike in fuel costs. The above three carriers and United Airlines all reported record third-quarter revenues, reflecting the impact of higher ticket prices. Earlier this year, airlines expressed confidence that higher fares, ancillary revenue and loyalty-programme income would allow them to recover most of the increase in fuel bills. That confidence has since faded as fuel costs rose faster than expected. The results show the growing gap between what airlines can charge and what they are paying for fuel. With scope to raise fares constrained by the risk of dampening demand, carriers are turning to tighter capacity plans to preserve pricing power and limit the hit to margins. Delta CEO Ed Bastian said earlier this month that airlines may need to curb flight growth further next year to sustain higher fares and protect profitability. American said it expects network growth to slow in 2027 compared with this year. Across the Atlantic, Ryanair Chief Michael O'Leary struck an even more cautious tone, saying European airfares could see their "biggest increase in history" next year. United CEO Scott Kirby on October 21, warned that the industry could undergo further structural change by the end of next year. Earlier this year, ultra-low-cost carrier Spirit Airlines shut down, becoming the aviation industry's first casualty linked to the war, while JetBlue has also faced financial strain from high fuel costs. "United's amped-up rhetoric on accelerating structural change at the industry level conforms with our prevailing thinking that something has to give, should fuel prices remain in the US$5/gallon range," J.P.Morgan analysts wrote in a note. "Whether that manifests in regime change at American, further industry consolidation, a JetBlue restructuring (as the market is increasingly implying), or something we haven't yet considered, we remain of the view that Delta and United eventually emerge as the presumptive victors."

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AIRCRAFT & ENGINE NEWS

Milestone extends leases for 11 Airbus H225s

The Milestone Aviation Group (Milestone) has signed long-term lease extensions with Air Center Helicopters for 11 Airbus H225 helicopters, securing their operation through 2033. The extensions will take effect in May 2027 and run until June 2033. The aircraft support government, utility and other critical operations across the US and at strategic locations worldwide. Air Center, the largest H225 operator in the Americas, deploys the helicopters on a range of missions, including support for US government agencies, strategic programmes, airlift operations, space mission recovery and essential personnel transport. The extended agreements will allow Air Center to retain the aircraft throughout its existing contract commitments and beyond, supporting continuity across its operations. "Air Center's relationship with Milestone is vital to our success, and we are reassured that these latest lease amendments will enable us to continue to provide unparalleled performance to our customers with the uniquely capable H225 aircraft," said Chris Dalton, Air Center's COO. He added that Milestone's flexibility and co-operation made it a key strategic partner, with the extensions ensuring the continued availability of aircraft for the company's most critical missions.



H225 helicopter *© Airbus*

The "Discover Airlines Shark" takes flight



Discover Airlines Shark in Dresden *© Lufthansa Technik*

Discover Airlines has become the first operator to put an Airbus aircraft equipped with Lufthansa Technik's AeroSHARK surface technology into regular scheduled service, marking a milestone for the fuel-saving modification. The Airbus A330, registered as D-AIKP, completed its inaugural flight to Florida last Thursday, October 15. The long-haul aircraft was fitted with AeroSHARK at Dresden Airport in late August before undergoing extensive test flights. Developed by Lufthansa Technik and Surventis, AeroSHARK is a transparent film featuring microscopic grooves that mimic sharkskin. Applied to the aircraft's fuselage and engine nacelles, the coating reduces aerodynamic drag, potentially cutting fuel consumption and carbon dioxide emissions by about 1%. Analysis of flight-test data confirmed that the modification could be used safely and reliably in regular operations, the companies said. "With D-AIKP, we have not only added our first AeroSHARK-equipped aircraft to the fleet, but also reached an important milestone," said Sascha Unterbarnscheidt, chief operating officer of Discover Airlines. He added that the aircraft, dubbed the "Discover Airlines Shark," would carry passengers to holiday destinations.

Qantas adds A321 freighters

Qantas Freight has received the first of three additional Airbus A321 converted freighters under a long-standing partnership with Australia Post, increasing capacity to meet growing parcel demand across Australia. The three aircraft will boost capacity across Qantas Freight's dedicated freighter network by up to 20%, allowing it to carry up to 20,000 Australia Post and StarTrack parcels per flight. The remaining two aircraft are due to join the fleet by March 2027. The larger A321 freighters will replace smaller BAE 146-300 aircraft, support overnight and next-day deliveries while improving network efficiency and reducing emissions, the companies said. The expansion follows a ten-year extension of the Qantas Freight and Australia Post partnership, which dates back to 1922. The renewed agreement covers the transport of more than 75 million parcels and other freight items annually across Australia and overseas.



The first of three additional Airbus A321 Passenger-to-Freighter aircraft has arrived *© Qantas*

AIRCRAFT & ENGINE NEWS

Airbus forecasts 46% growth in freighter fleet



© Airbus

Airbus' 2026 Cargo Global Market Forecast projects the worldwide fleet of dedicated freighter aircraft to grow by 46%, from 2,360 in 2026 to 3,460 by 2045, as announced at the Cargo Facts Symposium. According to the forecast, 2,670 freighters will be required over the period, primarily to replace older aircraft (1,580) and to meet growth in demand (1,090). Of the 2,670 aircraft required, 1,140 will be single-aisle freighters, 860 mid-size widebodies and 670 large widebodies. Some 970 aircraft will be new-build, while 1,700 will be passenger-to-freighter conversions. With long-term trade projected to expand at a compound annual growth rate (CAGR) of 2.9%, global air cargo traffic is forecast to grow by 3.2% annually over the next two decades. Despite high fuel prices, ongoing geopolitical disruptions and supply chain constraints, air freight has demonstrated resilience. Although air cargo accounts for less than 1% of global trade by volume, it carries more than 30% of total trade by value, making it a vital transport mode for goods requiring the fastest routes to market. Over the past three years, the value of computers and high-technology goods transported by air has doubled, accounting for 15% of air cargo in 2026. E-commerce and the use of air freight as an alternative to shipping for certain goods are also driving demand. Asia-Pacific will remain the leading region for international air cargo traffic, with routes to North America representing the largest market and forecast to grow by 3.8% annually, followed by routes to Europe. Airbus says these routes can be served efficiently by its latest freighter, the A350F. North America and Asia-Pacific will lead regional demand for the 2,670 freighters, requiring 925 and 850 aircraft respectively. Together, they will account for around two-thirds of global demand. Demand in Europe and the Commonwealth of Independent States (CIS) is forecast to reach 515 aircraft, followed by Latin America with 165, the Middle East with 125 and Africa with 90. Over the next 20 years, increasing numbers of previous-generation freighters are expected to be retired and replaced by more fuel-efficient, next-generation aircraft. These will include new-build models such as the A350F, alongside passenger-to-freighter conversions across the A320, A321 and A330 families, helping operators reduce fuel consumption and carbon emissions.



AIRCRAFT & ENGINE NEWS

Archer air taxi completes San Francisco Bay Area flight tour



Midnight's golden hour flight to San Francisco *© Archer*

Archer Aviation's all-electric Midnight air taxi has completed several days of piloted flights across California's San Francisco Bay Area, including multiple trips over the bay after taking off from and landing at Oakland International Airport, the company said. The flights formed part of Archer's 'No Roads' tour, which began in Salinas and included stops in Hollister, San Martin, San Jose, Mountain View, Hayward and Oakland over three days. The aircraft flew more than 200 miles across the region, reaching a top speed of 131 miles per hour and visiting seven cities. Archer said the flights were intended to demonstrate Midnight's ability to operate in the complex airspace surrounding the Bay Area's three major international airports: San Francisco, Oakland and San Jose. The company said the tour also showcased the potential benefits of electric air taxis, including lower noise levels, zero operating emissions and shorter journey times in congested urban areas. Midnight flew from Oakland International Airport to San Francisco's Marina District in about 10 minutes, a journey that can take more than an hour by car in traffic, Archer said. The company is developing electric vertical take-off and landing (VTOL) aircraft designed to carry passengers on short urban and regional journeys.

FAA certifies Boeing 737 MAX 10



Boeing 737 MAX 10 *© Boeing*

The US Federal Aviation Administration (FAA) has certified Boeing's 737 MAX 10 following an extensive review, clearing the way for production and deliveries to domestic and international airlines, the agency said. The aircraft incorporates new safety features and is designed to reduce fuel consumption. More than 30 customers worldwide have ordered the 737 MAX 10, with total orders reaching 1,555 aircraft, accounting for more than 30% of the 737 MAX programme's current order book, according to Boeing. US Transportation Secretary Sean Duffy said the approval followed extensive safety reviews, including thousands of hours of test flights, describing it as a boost for US manufacturing and the country's aviation industry. FAA Administrator Bryan Bedford said the decision followed a thorough assessment of the aircraft's design and safety requirements, adding that the agency would continue to hold Boeing to high safety standards as production begins. The FAA issued an amended type certificate confirming that the aircraft meets applicable design and safety requirements, along with an updated Production Limitation Record authorising production. Before granting approval, the agency required Boeing to incorporate safety improvements addressing requirements under the Aircraft Certification, Safety, and Accountability Act and recommendations from the National Transportation Safety Board (NTSB). The changes include updates to the flight-control system and an enhanced angle-of-attack sensor, which measures the aircraft's pitch relative to the airflow.

Textron Citation Gen3 jets log 1,220 flight-test hours



Image of Citation CJ4 Gen3 aircraft *© Textron Aviation*

Textron Aviation said its three next-generation Cessna Citation light-jet programmes have accumulated more than 1,220 combined flight-test hours as they progress toward Federal Aviation Administration certification. The programmes cover the Citation CJ4 Gen3, CJ3 Gen3 and M2 Gen3 aircraft, all of which feature Garmin Emergency Autoland, a system designed to guide an aircraft to a suitable airport and bring it to a complete stop if a pilot becomes incapacitated or another emergency occurs. The CJ4 Gen3 is expected to be the first light jet to enter the market with the technology, Textron Aviation said. The CJ4 Gen3 programme has logged nearly 1,100 flight-test hours across two test aircraft, with recent work including hot-weather and electrical-system certification tests. The CJ3 Gen3 has completed more than 60 flight-test hours and is focusing on landing and braking performance, while the M2 Gen3 has accumulated more than 75 hours. The M2 Gen3 programme is nearing the start of simulated en-route emergency testing, including airport selection and automated landing procedures that bring the aircraft to a full stop.

AIRCRAFT & ENGINE NEWS

CAP orders 21 more Cessna aircraft



CAP leadership in Independence, Kansas © Textron Aviation

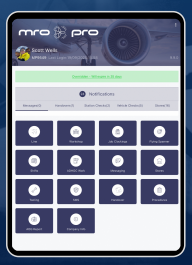
Textron Aviation has received an order from the US Civil Air Patrol (CAP) for 21 additional Cessna piston aircraft to support emergency response, training and community missions across the United States, with deliveries due to be completed in 2027. The order comprises seven Cessna Skyhawk 172s, 11 Skylane 182s, two Turbo Skylane T182Ts and one Turbo Stationair HD 206. CAP is the world's largest operator of Cessna aircraft. The new aircraft will help CAP conduct search-and-rescue operations, respond to natural disasters and support youth aviation programmes, the organisation said. "Our longstanding relationship with Textron Aviation helps give our members the reliable aircraft they need to serve our communities, states and the nation," said Major General Regena Aye, CAP's national commander and chief executive. Civil Air Patrol, a non-profit organisation and auxiliary of the US Air Force, supports military and government agencies through emergency services, joint training and youth programmes. The organisation has about 72,000 members, including 35,000 adults and 37,000 young people, operating from 1,424 locations nationwide. Its fleet includes 543 single-engine aircraft, supported by thousands of emergency services personnel.

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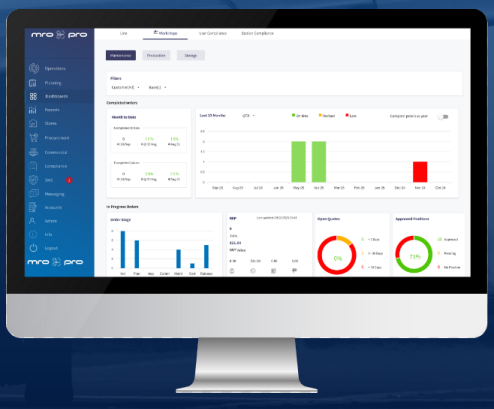
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AIRCRAFT & ENGINE NEWS

Aero-Dienst takes delivery of first CF34-powered Challenger

GE Aerospace has released that Aero-Dienst has taken delivery of its first aircraft powered by the CF34 engine, as part of the German air ambulance operator's fleet renewal programme. A second aircraft is scheduled for delivery next year. The Challenger 650 will be converted into an air ambulance after delivery, strengthening Aero-Dienst's capacity to carry out medical transport missions. Both aircraft will be covered by GE Aerospace's OnPoint support services programme, providing maintenance and other support throughout their operational lives. Aero-Dienst conducts international patient repatriation flights, transporting more than 1,000 patients a year from overseas to Germany. Its aircraft serve as airborne intensive care units, staffed by specialist doctors and paramedics to provide advanced medical care during transfers, which can be critical to patients' survival.



© GE Aerospace

MRO & PRODUCTION NEWS

Cirrus opens 60,000 ft² warehouse in Duluth, Minnesota



Cirrus warehouse in Duluth, Minnesota *© Cirrus*

Cirrus, a global leader in personal aviation and maker of the SR Series Piston aircraft and Vision Jet, has opened a 60,000 ft² warehousing centre in Duluth, Minnesota, consolidating several satellite facilities into a central operation to support aircraft production, aftermarket services and product development. The facility is designed to streamline the receipt, storage, processing and distribution of parts as the manufacturer expands its global fleet and business operations. "As our fleet continues to grow around the world, we are investing in the infrastructure and capabilities needed to support our aircraft and owners throughout the ownership experience," said Zean Nielsen, Chief Executive of Cirrus. The warehouse will increase storage and processing capacity while supporting production targets and growth in the company's upgrades and accessories business, Nielsen said. The expansion strengthens Cirrus' wider Duluth operations, including manufacturing, maintenance support and aftermarket activities. The facility is the latest investment in the company's operational infrastructure as it expands its SR Series piston aircraft and Vision Jet fleets and develops services for aircraft owners.

RECARO R2 seats set for American Airlines debut

RECARO Aircraft Seating will supply its R2 seats to American Airlines for the first time this autumn, expanding the German manufacturer's presence on Embraer aircraft. The seat was selected for its pre-certification status and ability to meet the US carrier's entry-into-service schedule. Designed for short- and medium-haul flights, the R2 features a tablet holder and a six-way adjustable headrest. Its slim backrest is designed to increase personal space and knee clearance, while customised seat covers will match American Airlines' updated cabin interiors. "As the first US airline to introduce RECARO seats on an Embraer 175 aircraft, we're continuing to raise the base for regional travel," said Rhonda Crawford, Senior Vice President of Customer Experience Design and Strategy. "Our goal is to deliver the elevated experience customers want, while creating greater consistency across the American travel experience."



RECARO R2 seats on American Eagle E175 aircraft *© Embraer*

MRO & PRODUCTION NEWS

Airhub expands A320neo and 737 MAX maintenance



"The aviation market is evolving rapidly, and technical capabilities must evolve with it," Oleg Novak, Airhub Aviation's Managing Director *© Airhub Aviation*

Airhub Aviation (Airhub) has expanded its base maintenance capabilities to cover Airbus A320neo aircraft powered by CFM LEAP and Pratt & Whitney GTF engines, as well as Boeing 737 MAX jets, following a successful regulatory audit by Lithuania's Transport Competence Agency. The aircraft lifecycle management company said the expansion would strengthen its support for lessors, operators and aftermarket businesses, as demand grows for maintenance services covering newer-generation aircraft. "The aviation market is evolving rapidly, and technical capabilities must evolve with it," said Oleg Novak, Airhub Aviation's Managing Director. The expansion would also support the company's broader focus on technical asset management and preserving aircraft residual values, he said. Demand is increasing for both routine 24-month maintenance checks and the first 12-year inspections of A320neo aircraft, Novak said. As more aircraft reach the latter milestone, operators face the prospect of longer periods on the ground as maintenance providers carry out the inspections for the first time in the aircraft's operational life. Managing these complex maintenance events cost-effectively requires specialised technical expertise and established maintenance, repair and overhaul capabilities, he said. Airhub has also seen changes in the end-of-life aircraft market. The first Boeing 737 MAX 8 entered an end-of-life management process over the past 12 months, while the dismantling of A320neo aircraft is gaining momentum following several airline insolvencies in 2025 and 2026, Novak said. The company is also working to expand its technical services to cover the Airbus A220, with regulatory approval processes under way. Planned services include line maintenance, aircraft transitions and end-of-life asset management, developed in co-operation with an established industry partner. Airhub is broadening its capabilities across newer-generation aircraft as operators, lessors and aftermarket businesses respond to changing maintenance requirements and evolving asset management needs.

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MRO & PRODUCTION NEWS

Liebherr invests €40 million in Campsas aerospace site



Aerial view of the Liebherr-Aerospace Campsas facility *© Liebherr-Aerospace*

Liebherr-Aerospace Toulouse has invested more than €40 million (US$44.8 million) in a new centre of excellence for aerospace heat transfer equipment at its Campsas site near Toulouse, France, doubling the facility's floor space as it prepares for higher production volumes and future aircraft programmes. The 12,000 m² facility represents the largest industrial investment in the company's history. It brings together advanced manufacturing and repair capabilities to support demand from existing aircraft programmes while developing technologies for next-generation aircraft. Liebherr-Aerospace has operated at Campsas since 2001, progressively expanding its precision machining activities. The site now manufactures and repairs heat transfer equipment used in aircraft environmental control and thermal management systems. The new centre incorporates surface treatment lines, an automated brazing robot, brazing furnaces, welding equipment, inspection systems and a spacer-forming press developed by Liebherr. The equipment is intended to increase production capacity and improve manufacturing capabilities as aerospace production rates rise. The company expects its Campsas workforce to reach nearly 400 employees by the end of 2026. Heat transfer equipment plays a key role in regulating cabin temperature and pressure and cooling aircraft systems. Liebherr said the technology would become increasingly important in future aircraft, particularly for managing energy use and dissipating heat. The investment is designed to meet demand for thousands of aircraft still to be delivered based on current designs, while supporting the development of technologies for future aircraft architectures. Liebherr-Aerospace is also preparing for more automated and digitally integrated manufacturing through DIGIFab, a collaborative project supported by France's Directorate General for Civil Aviation (DGAC) under the Council for Civil Aeronautical Research (CORAC). The initiative aims to accelerate digitalisation and automation in heat transfer equipment production. The expansion involved transferring operations from Toulouse to Campsas, installing new equipment and increasing production capacity while maintaining manufacturing continuity and customer deliveries.

Honeywell upgrades Dassault Falcon 2000 cockpit



EASy IV Dassault Falcon 2000 *© Dassault Aviation*

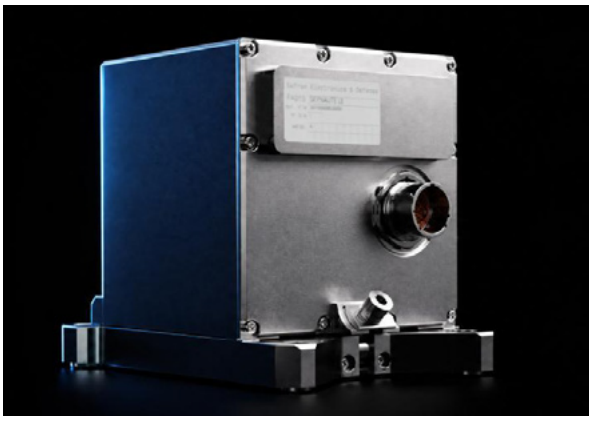
Honeywell Aerospace has confirmed that Dassault Aviation has selected its EASy IV flight deck system for the Falcon 2000 EASy aircraft platform, bringing the latest generation of cockpit technology to one of the most successful aircraft families in business aviation. The upgrade will modernise the Falcon 2000 cockpit with new capabilities designed to improve pilot awareness, streamline operations and support future regulatory requirements. The selection builds on the longstanding collaboration between Honeywell Aerospace and Dassault Aviation and extends advanced cockpit technology already available on the Falcon 6X, 7X and 8X aircraft. "Dassault Aviation and Honeywell Aerospace have worked together for decades to deliver advanced technologies that support safe, efficient and reliable operations for Falcon operators around the world," said Linnea Whisler, President of Commercial Original Equipment at Honeywell Aerospace. "The selection of EASy IV for the Falcon 2000 demonstrates our shared commitment to continuously improving safety and the flying experience while helping operators meet evolving operational and regulatory requirements." The EASy IV flight deck introduces a range of enhancements designed to improve situational awareness and operational efficiency. Features include upgraded cockpit displays, enhanced navigation and weather detection capabilities, and expanded connectivity. The system also incorporates technologies designed to help pilots manage complex operating environments, including improved runway awareness tools, enhanced flight path visualisation and additional decision-support capabilities during critical phases of flight. With the introduction of the EASy IV cockpit on the Falcon 2000, all Dassault Falcon platforms will operate on a common avionics system. This will enable the entire Falcon range, including the Falcon 6X and Falcon 10X, to benefit from consistent technology enhancements and advanced capabilities.

StandardAero Augusta joins Rolls-Royce ASC network

StandardAero's facility in Augusta, Georgia, has been added to the Rolls-Royce Authorised Service Centre (ASC) network, expanding on-site line maintenance support for the Tay 611-8/8C and BR710 A1/C4 engine series. The authorisation allows operators of Tay- and BR710-powered Gulfstream G300, G400, GIV, GIV-SP, G350, G450, GV, G500 and G550 aircraft covered by a Rolls-Royce CorporateCare® contract to access on-site engine line maintenance at Augusta. Services include inspections, troubleshooting, and engine removal and replacement, either independently of or alongside scheduled airframe maintenance. "Adding Augusta to the Rolls-Royce network of authorised service centres is a natural extension of the investment we've made in the facility over the past year," said Giovanni Spitale, President of StandardAero Business Aviation. He added that CorporateCare customers would receive the same level of support available at the company's airframe service centres in Springfield, Illinois, and Van Nuys, California. StandardAero's support for Rolls-Royce CorporateCare customers now spans three US locations. Augusta provides line maintenance for the Tay 611-8/8C and BR710 A1/C4; Springfield supports the Tay 611-8/8C; and Van Nuys covers the Tay 611-8/8C, BR710 A1/A2/C4 and BR725 A1-12. The expansion strengthens Rolls-Royce's regional service coverage as its CorporateCare customer base grows.

MRO & PRODUCTION NEWS

Safran navigation system selected for Airbus A220



Safran SkyNaute inertial navigation system will equip the Airbus A220
© Safran

Safran Electronics & Defense's SkyNaute inertial navigation system has been selected for the Airbus A220, marking its first application on a commercial airliner, the French aerospace group said. The system combines inertial navigation with satellite navigation data to maintain accurate aircraft positioning when global navigation satellite system (GNSS) signals are disrupted, unavailable or subject to jamming and spoofing. Safran said the technology would help airlines address growing satellite-navigation interference in several regions of the world, drawing on capabilities already deployed on military aircraft, helicopters and drones operated by European armed forces. SkyNaute uses a hemispherical resonator gyroscope (HRG), a technology patented by Safran that has no mechanical parts subject to wear and is designed to operate reliably in demanding environments. Its compact size, low weight and reduced power consumption simplify installation and help airlines save weight, while meeting commercial aviation safety requirements, the company said. "This is the first time our inertial navigation system will fly on a commercial airliner," said Benjamin Declety, head of the Avionics Global business unit at Safran Electronics & Defense. The system's selection follows its deployment on platforms operating in challenging conditions, including helicopters exposed to strong vibrations and temperature variations, military aircraft facing shocks and jamming attempts, and drones requiring precise navigation and resistance to electromagnetic interference. Safran announced a 120-million-euro investment in June 2026 to expand and modernise its site in Montluçon, central France, where the HRG technology is developed and manufactured. The investment is expected to increase annual production capacity threefold, from 10,000 to 30,000 units by 2032.

MTU invests €100 million in Hannover expansion

MTU Maintenance has broken ground on an extension of more than 10,000 m² at its facility in Hannover, Germany, in an investment of more than €100 million (US$112 million) to expand engine maintenance and repair capacity. The project will add 7,700 m² of production space and 2,200 m² of office space, bringing the site's total floor area to more than 110,000 m². The extension is expected to increase capacity by more than 20% and create 200 jobs. It is scheduled to become operational in late 2028. The investment is partly supported by Wirtschaftsförderungs-Gesellschaft Langenhagen Flughafen mbH, an economic development company. The additional capacity will primarily support demand for maintenance visits involving wide-body engines and module repairs, including the GEnx and, in future, the GE9X turbine centre frames. Space freed up in the existing facility will also be optimised for key engine repairs. "MTU Maintenance Hannover was the birthplace of MRO for MTU and it has continually grown and developed over the past decades," said Jaap Beijer, Executive Vice-President of MRO operations at MTU and managing director of the Hannover site. "This new expansion is not just a building; it complements our existing expertise and ensures our key role within MTU's maintenance network now and in the future. We are committed to the region, our workforce and our customers," he added.



Ground breaking for the new MTU Maintenance extension in Hannover *© MTU*

Setna iO signs A320 support deal with Fly2Sky



Fly2Sky Airbus A320 aircraft *© AirTeamImages*

Setna iO has signed a power-by-the-hour (PBH) agreement with Fly2Sky to support the airline's Airbus A320-family fleet. The agreement strengthens Setna iO's position as a global PBH provider, drawing on its extensive inventory of A320-family components to deliver flexible and reliable support to operators worldwide. "This agreement with Setna iO strengthens component support for our A320-family fleet and, consequently, enhances our operational reliability," said Captain Petar Lavrinov, Accountable Manager at Fly2Sky. "Access to a broader spare-parts inventory and fast support wherever we operate is another step in building a resilient operation that our customers can rely on," he added. "We are delighted to begin our relationship with Setna iO, a recognised market leader in aviation material supply, and look forward to building a strong and successful co-operation together," Lavrinov said.

MRO & PRODUCTION NEWS

Vallair welcomes first A330neo for maintenance



Vallair celebrates arrival of first A330neo for base maintenance at Châteauroux facility in France
© Vallair

Vallair has received its first Airbus A330neo for maintenance since securing type-rating approval in the summer, marking an expansion of its maintenance, repair and overhaul (MRO) capabilities. The aircraft, operated by a South American airline, is undergoing full base maintenance at Vallair's facility in Châteauroux, central France. "The arrival of the first A330neo is a welcome sight. It is always energising to deploy new capabilities and deliver greater benefits for customers," said François Fermaut, director of operations at Châteauroux. Vallair's expansion into the A330neo platform comes amid growing airline adoption of the aircraft type and rising demand for qualified maintenance providers. With Airbus having just under 300 A330neo orders yet to deliver, Vallair expects demand for maintenance services for the aircraft to continue to grow in the coming years.

Lufthansa Technik boosts Tulsa engine capacity

Lufthansa Technik Engine Services (LTES) is nearly doubling its engine services capacity in Tulsa, Oklahoma, increasing the number of work bays to 46 from 28 as it expands its presence in the Americas. The expanded facility will support V2500, CFM56-5B/7B, Rolls-Royce Tay 611-8/8C and GTF engines. A dedicated module shop is also planned to broaden the site's service offering, streamline operations and reduce turnaround times. The project is expected to create more than 100 jobs by 2030. The investment will increase LTES' capacity and technical capabilities, enabling the company to provide more flexible and efficient support as demand for engine maintenance services grows across the Americas. The Tulsa facility, formerly known as BizJet International, initially specialised in engine overhauls and field maintenance for Rolls-Royce Tay 611-8/8C engines used in business jets. It continues to support the Tay-engine family while serving as a key hub in Lufthansa Technik's Mobile Engine Services (MES) network. The site now also provides services for V2500, CFM56-5B/7B and GTF engines and operates an advanced fully digital engine test cell.



Official opening of the Tulsa facility expansion *© Lufthansa Technik*

Satair and Vietjet deepen aviation supply chain ties



Satair and Vietjet exchange a strategic MOU to advance aviation supply chain development at the Vietnam-Denmark Business Forum in Copenhagen *© Michael Stub*

Satair, an Airbus services company, and Vietjet Air (Vietjet) have signed a memorandum of understanding (MoU) to expand long-term cooperation in aviation supply chains, materials management and aircraft lifecycle solutions. The agreement was exchanged at the Vietnam-Denmark Business Forum in Copenhagen, marking a new stage in the partnership as Vietjet expands its fleet, international network and technical infrastructure. The collaboration also aims to strengthen Vietnam's aviation supply chain capabilities by combining Satair's global supply and services network with the Vietnamese airline's growing operational requirements. Building on the existing Integrated Material Services (IMS) programme supporting Vietjet's expanding Airbus fleet, the MoU establishes a framework for exploring broader materials support, digital optimisation and improved operational resilience. The companies intend to establish a joint working group to assess cooperation across six areas, including expanding the IMS programme to improve materials availability, procurement, planning and inventory positioning in line with Vietjet's growth. The discussions will also cover materials support, consignment services and aviation logistics at Long Thanh International Airport, where Vietjet is developing its operational facilities. Further areas of potential cooperation include used serviceable materials, component repair and exchange services, and surplus inventory management to improve aircraft lifecycle economics and supply chain sustainability. Satair and Vietjet will also explore data integration, advanced analytics and predictive demand planning to improve materials visibility and streamline fleet maintenance. Other priorities include strengthening aircraft-on-ground response capabilities, regional inventory positioning and emergency logistics, alongside training and knowledge-sharing initiatives to develop aviation supply chain expertise in Vietnam.

FINANCIAL NEWS

American Airlines revenue climbs 19.3%, fuel costs up 67.5%



© American Airlines

American Airlines Group reported third-quarter revenue of US$16.3 billion, up 19.3% from a year earlier and above the high end of its previously announced guidance range, as strong travel demand across geographic markets and cabin classes helped offset a sharp increase in fuel costs. Premium cabin sales rose 22.9% year on year, while main cabin revenue increased 19.5%. Total unit revenue climbed 14.5%, reflecting continued strength in passenger demand, with domestic passenger unit revenue rising 13.6%. International passenger unit sales increased 16.4% compared with the third quarter of 2025. Latin America led the growth, with unit revenue up 21.1%, followed by the Atlantic region at 14.5% and the Pacific region at 11.3%. Fuel expense increased US$1.9 billion, or 67.5%, from a year earlier, weighing on the airline's profitability. American Airlines reported a third-quarter net loss of US$269 million, equivalent to US$0.41 per diluted share, under generally accepted accounting principles. Excluding certain items, the airline recorded a net loss of US$182 million, or US$0.28 per diluted share. The adjusted loss was US$71 million smaller than in the third quarter of 2025, despite the US$1.9 billion increase in fuel expense, highlighting the resilience of the company's revenue performance.

Affinity takes stake in AeronautX UK

Affinity Aviation Group has acquired a significant stake in AeronautX UK, strengthening its position in business aviation as the Austrian training provider expands its UK operations and prepares to open a pilot academy near Amsterdam. AeronautX UK has established an office at Affinity's headquarters at Farnborough Airport in Hampshire. Its new training centre is scheduled to open in the first quarter of 2027, with full-flight simulators for the Bombardier Challenger 350/3500 and Challenger 650. The simulators will be certified by the UK Civil Aviation Authority, AeronautX said. The company already holds base-training approvals for Embraer and Gulfstream aircraft. The partnership brings together Affinity, which specialises in business aircraft sales, acquisitions and charter, and AeronautX, a provider of business aviation training. Jörg Oberhofer, AeronautX's founder and CEO said the agreement and the Farnborough office would support the company's expansion in the UK. The agreement follows a strong year for Affinity, which is in its 12th year of operations. The company reported a record third quarter for aircraft sales and acquisitions, with demand focused on off-market transactions. While the number of aircraft transactions remained unchanged from 2025, revenue rose 22% year on year, Affinity said. Affinity specialises in the sale and acquisition of pre-owned Bombardier Global business jets, with sales activity extending in recent years to Asia, the United States, South America and the Indian subcontinent.



AeronautX, is a provider of business aviation training
© AeronautX

Chorus Aviation to buy SkyCare Air Ambulance for CA$40 million

Chorus Aviation (Chorus) has agreed to acquire SkyCare Air Ambulance, the largest private fixed-wing air ambulance operator in Northern Ontario, for about CA$40 million as it seeks to expand its business and strengthen cash flow. The acquisition is expected to close in the fourth quarter of 2026, subject to customary closing conditions and adjustments. The total consideration includes contingent payments linked to performance targets. Chorus will pay CA$32 million in cash, with the remaining consideration due by March 31, 2029, subject to the achievement of specified performance targets. The company expects the acquisition to immediately boost earnings and free cash flow from completion. The deal is consistent with its capital allocation strategy, which prioritises investment opportunities targeting returns in the mid-teens while supporting stable cash generation and long-term shareholder value. Chorus expects to generate about CA$500 million to CA$550 million in free cash flow and net proceeds from aircraft sales between 2026 and 2029. The funds are expected to support investment in growth opportunities targeting mid-teens unlevered returns, alongside dividends and share repurchases. (US$1.00 = CA$1.41 at time publication).

RTX sales rise 11% as adjusted net income jumps 34%

RTX reported third-quarter sales of US$25.0 billion, up 11% from a year earlier and 12% on an organic basis, as adjusted earnings per share rose 33% to US$2.26, including a US$0.25 benefit from recovery of costs under the International Emergency Economic Powers Act (IEEPA). GAAP earnings per share were US$1.89, including US$0.26 in acquisition accounting adjustments and US$0.11 in restructuring costs and other significant or non-recurring items. Net income attributable to common shareholders was US$2.6 billion, including US$300 million in acquisition accounting adjustments and US$200 million in restructuring costs and other significant or non-recurring items. Adjusted net income rose 34% to US$3.1 billion, driven by US$1.1 billion in growth in adjusted operating profit across the company's three business segments. The increase included US$400 million in IEEPA cost recovery and was partly offset by higher taxes and lower pension income. Operating cash flow totalled US$2.9 billion, including US$300 million in IEEPA recovery. Capital expenditure was US$700 million, resulting in free cash flow of US$2.1 billion. **Collins Aerospace** reported operating profit of US$1,789 million, up 42% from a year earlier. Adjusted operating profit rose 50% to US$1,788 million, driven by stronger commercial volumes, favourable product mix and about US$250 million in IEEPA recovery. Reported third-quarter 2025 operating profit included a gain from the sale of its actuation and flight control business. **Pratt & Whitney's** reported operating profit fell 19% to US$608 million, including a US$363 million charge related to a customer bankruptcy. Adjusted operating profit increased 29% to US$968 million, supported by higher commercial aftermarket volumes and about US$160 million in IEEPA recovery. The gains were partly offset by product mix in large commercial original equipment and aftermarket businesses, as well as higher selling, general and administrative expenses. **Raytheon** reported operating profit of US$1,133 million, up 32% from a year earlier. Adjusted operating profit also rose 32% to US$1,134 million, driven by improved net productivity, higher volumes and favourable product mix, including in Patriot programmes. Quarterly productivity included about US$85 million in benefits from a modification to an international contract and a favourable adjustment related to an offset obligation.

MILITARY AND DEFENCE

Saab unveils first GlobalEye for Sweden



GlobalEye airborne early warning and control (AEW&C) aircraft *© Saab*

Saab has presented the first GlobalEye airborne early warning and control (AEW&C) aircraft ordered by Sweden, as the country moves to strengthen its military surveillance capabilities across air, land and maritime domains. The aircraft, ordered by the Swedish Defence Materiel Administration (FMV) for the Swedish Air Force, will now enter a testing and verification phase ahead of its maiden flight and eventual delivery. GlobalEye combines long-range surveillance with airborne early warning and control capabilities to provide military commanders with a comprehensive operational picture across multiple domains. The system is designed to detect and track activity over extensive areas, giving armed forces the information needed to support timely decision-making and coordinate operations. For Sweden, the capability is intended to strengthen national defence and improve situational awareness across its surrounding airspace and maritime approaches. Its ability to monitor activity across air, land and sea also supports a broader operational picture for military planning and response. The programme forms part of Sweden's investment in advanced surveillance and command capabilities, with GlobalEye intended to provide a unified view of activity across multiple operational environments. Once delivered, the aircraft will give the Swedish Air Force an airborne platform for gathering and sharing information to support military operations and national security.

INFORMATION TECHNOLOGY

Aeromexico adopts APiJET's Digital Winglets 4D software

APiJET has signed a multi-year agreement with Aeromexico to deploy its Digital Winglets 4D flight optimisation platform across the Mexican airline's fleet of nearly 170 aircraft. The deal follows a trial across Aeromexico's network, which the companies said demonstrated the benefits of real-time flight optimisation at scale. The rollout will cover the carrier's Boeing and Embraer aircraft. Digital Winglets 4D is a patented flight optimisation system that provides coordinated recommendations on route, altitude, speed and timing. It requires no hardware or software installation on aircraft or within an airline's operations control centre. Built on technology developed by Nasa under its Traffic-Aware Strategic Aircrew Requests (TASAR) programme, alongside APiJET's proprietary algorithms, the platform adjusts flight paths to changing conditions to reduce fuel consumption and improve schedule reliability. "The implementation of Digital Winglets 4D will enhance the safety and efficiency of our operations," said Santiago Diago, Aeromexico's Chief Operating Officer. The technology is also expected to support the airline's environmental targets by reducing fuel consumption and advancing its decarbonisation efforts as it works towards net-zero emissions by 2050, he said. The software is designed to help airlines cut fuel use and operating costs by adapting routes to weather, airspace restrictions and traffic conditions. Its coordinated recommendations aim to improve acceptance by air traffic control, while the absence of onboard installation requirements is intended to speed deployment across Aeromexico's network.



Aeromexico to deploy APiJET's Digital Winglets 4D flight optimisation platform across its fleet *© APiJET*

Ontic launches CargoCare to cut downtime



A Boeing 747 cargo plane taking off from Schiphol Airport *© Shutterstock*

Ontic has launched CargoCare, a new range of MRO services aimed at helping cargo operators maximise aircraft availability and control maintenance costs. The first offering is an exchange and overhaul programme for Boeing 747 leading-edge flap drive units, a component that can be difficult to replace quickly following an unplanned removal. For cargo operators, aircraft downtime translates directly into lost revenue. CargoCare aims to minimise disruption by dispatching a serviceable replacement unit from an exchange pool as soon as an operator sends a faulty unit to Ontic, with exchange times starting from 48 hours. The removed unit is then overhauled at Ontic's MRO facility in Tewkesbury, UK, before being returned to the exchange pool, maintaining a continuous supply of serviceable units for participating customers. Each CargoCare package is tailored to the operator's fleet and operational requirements. Customers can choose between dedicated and shared exchange pools, providing access to replacement units without the need to hold unnecessary spare inventory. The programme also includes fixed-rate overhauls to improve cost predictability, an extended warranty, flexible commercial terms and support from Ontic's hubs across Europe, the Americas and Asia.

OTHER NEWS



TCE turns TUI Airline's cargo capacity into commercial opportunity *© TCE*

TCE is helping passenger airline **TUI Airline** develop the freight potential of its leisure network by integrating sales, operations and compliance to build a cargo business alongside its established passenger services. Since January 2019, TCE has provided specialist support for TUI Airline's cargo operations, covering commercial development, customer management, booking coordination, operational support, quality assurance and security requirements. The arrangement gives the airline an integrated cargo capability while allowing its teams to focus on their core passenger business. The partnership aims to capitalise on the freight capacity available on aircraft serving holiday destinations. Turning that capacity into a reliable commercial service requires specialist expertise, established customer relationships and coordination across the cargo operation. "Aircraft capacity creates an opportunity, but expertise turns it into a business," said Sarah Scheibe, managing director of TCE. "We bring together the commercial relationships, operational coordination and compliance support that TUI Airline needs to develop its cargo activity. Our role is to make the airline's capacity accessible to freight customers through a professionally managed service," she added. TUI Airline identified cargo as an increasingly important means of maximising the value of its network and meeting demand for reliable air freight services. Achieving this required a partner capable of managing the business beyond the initial sale. TCE acts as an extension of the airline's organisation, linking sales and marketing with customer service, capacity management and operational delivery. This approach helps ensure that commitments made to customers are aligned with the practical requirements of transporting their shipments.

AviTrader AVIATION NEWS PUBLICATIONS

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Flair takes flight with cargo *© AirTeamImages*

Flair Airlines has launched cargo operations, using available belly-hold capacity on its passenger aircraft to transport goods across Canada and connect Canadian businesses and communities with international markets. The programme covers domestic freight across Flair's Canadian network and northbound shipments from international markets, including fresh produce and general cargo from Kingston, Jamaica. Flair has partnered with **ExpAir Cargo**, working with **ECS Group**, to manage cargo sales and daily logistics, drawing on their established expertise and infrastructure to support the operation. "This partnership marks an exciting milestone and reinforces our commitment to delivering innovative, reliable and customer-focused cargo solutions across the Canadian market," said Danny Olynick, President of ExpAir Cargo. "Together with ECS Group, we look forward to maximise Flair Airlines' cargo potential through expert sales, operations, customer service and network development," he added. Cargo will be carried on selected flights, subject to available weight and capacity, allowing Flair to make greater use of aircraft already serving its passenger network. Passenger baggage allowances will remain unchanged.

Pan Am Flight Academy has partnered with **Professional Pilots of Tomorrow** (PPOT) to support aspiring airline pilots through mentorship, training resources and industry connections. The partnership, highlighted through the NEXTGEN Pilot Programme, aims to broaden access to professional development opportunities and help pilots progress towards airline careers. As part of the agreement, PPOT members will be eligible for exclusive member rates on Pan Am Flight Academy's Airline Transport Pilot Certification Training Programme (ATP-CTP), offering discounted access to training for the next stage of their careers. "Pan Am sees first-hand how important access to the right training, guidance and industry connections is for aspiring pilots," Federico Flores Navarro Chief Commercial Officer, Pan Am Flight Academy said. "This partnership with Professional Pilots of Tomorrow is about helping pilots take the next step in their careers. We want to make professional airline training more accessible while strengthening links between the next generation of pilots and the aviation industry."

Commercial Engines

CF34 Engines	Sale / Lease	Company	Contact	Email	Phone
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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				
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(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					

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PW1000 Engines	Sale / Lease	Company	Contact	Email	Phone
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(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**
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(1) V2533-A5	Now - Sale / Lease	GA Telesis		engines@gatelesis.com	



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Description		Company	Contact	Email	Phone
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(1) GTCP131-9B					
(1) A321 Enhanced Landing Gear 2020 OH					
(3) A340 LG Shipset, (1) B777 LG Shipset (3) B737 LG Shipset,		GA Telesis		landinggearsales@gatelesis.com	
(11) A320 LG Shipset, (1) B757 LG Shipset, (1) 767 Shipset					
(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	Now - Sale / Lease	Willis Lease	Gavin Connolly	gconnolly@willislease.com	+44 1656 765 256
Engine stands now available	Now - Lease				











