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Weekly Aviation Headline News

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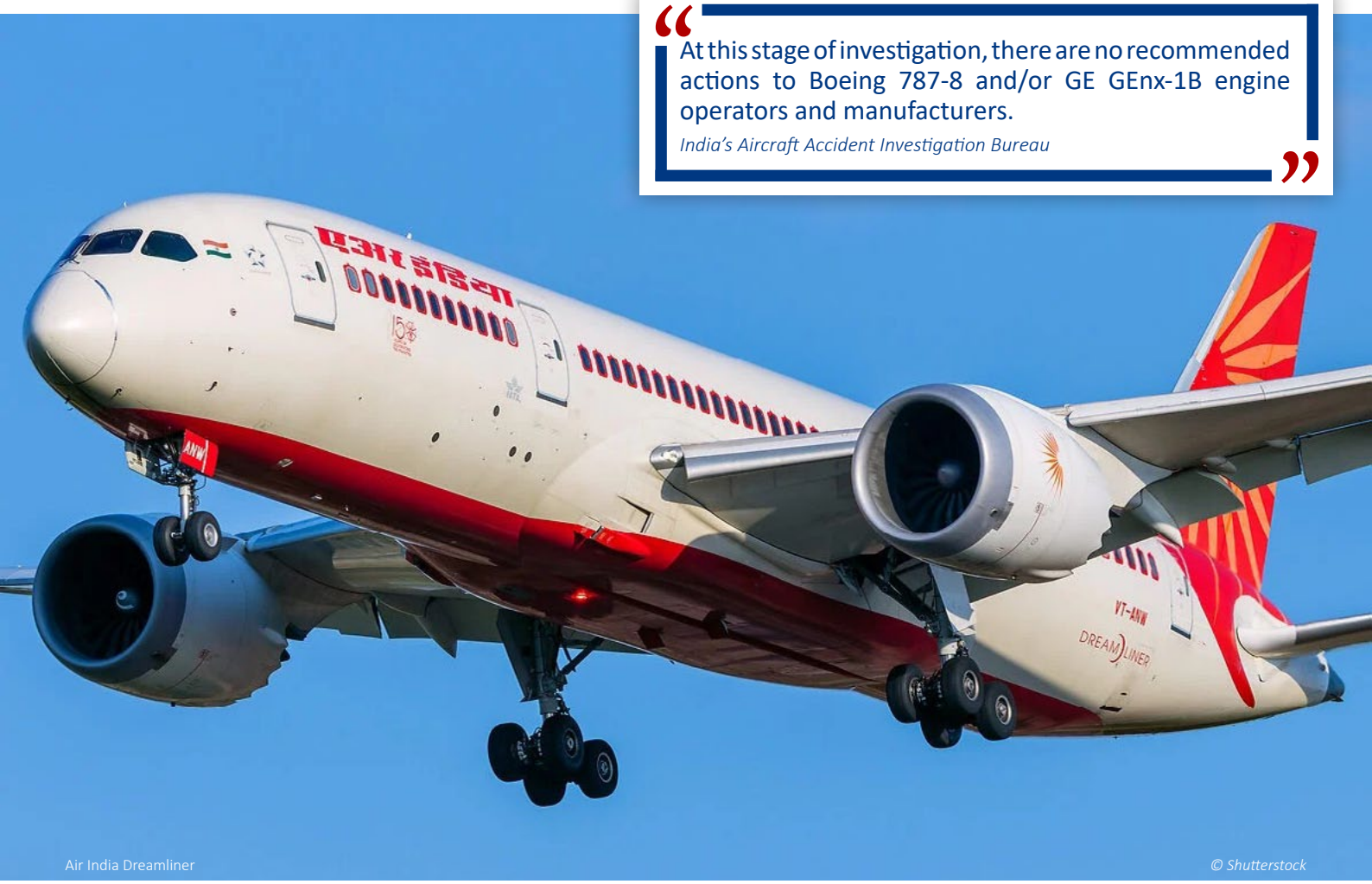
>
> *India's Aircraft Accident Investigation Bureau*



Air India Dreamliner

Focus Now on Aircraft Fuel Switches as Preliminary Report Into Air India Crash Released

The plane's engines fuel cutoff switches appear to have almost simultaneously flipped from run to cutoff, starving the engines of fuel.

Indian aviation accident investigators have released their preliminary report into the fatal accident involving an Air India Boeing 787-8 Dreamliner which crashed on June 12, killing a total of 260 people. The report has confirmed recent speculation that the main focus was now on the engine fuel switches, and it has revealed that three seconds after taking off, the plane's engines fuel cutoff switches almost simultaneously flipped from run to cutoff, starving the engines of fuel. The Dreamliner jet immediately began to lose thrust and sink down, according to the report released on Saturday, July 12. One pilot can be heard on the cockpit voice recorder asking the other why he cut off the fuel. "The other pilot responded that he did not do so," the report said. It did not identify which remarks were made by the flight's captain and which by the first officer, nor which pilot transmitted "Mayday, Mayday, Mayday" just before the crash. Nor does the preliminary report also say how the switch could have flipped to the cutoff position on the June 12 London-bound flight from the Indian city of Ahmedabad. U.S. aviation safety expert John Cox said a pilot would not be able to accidentally move the fuel switches that feed the engines. "You can't bump them and they move," he said. Flipping to cutoff almost immediately cuts the engines. It is more usually performed to turn engines off once a plane has arrived at its airport gate, or in certain emergency situations, such as an engine fire. The report does not indicate there was any emergency requiring an engine cutoff. "At this stage of investigation, there are no recommended actions to Boeing 787-8 and/or GE GEnx-1B engine operators and manufacturers" India's Aircraft Accident Investigation Bureau said. The probe has been dogged by questions over lack of information, after investigators took about two weeks to download flight recorder data after the crash. The Indian government held only one press conference on the incident, and no questions were taken. However, India reversed course on an earlier decision reported by Reuters news agency to prevent a U.N. aviation investigator from joining the probe, two senior sources said. A specialist from the U.N.'s International Civil Aviation Organization (ICAO) has now been granted observer status, following an unusual request by the agency to offer its support. The crash will likely challenge the Tata Group's ambitious campaign to restore Air India's reputation and revamp its fleet, after taking the carrier over from the government in 2022. India is banking on a boom in aviation to support wider development goals, with New Delhi saying it wants India to be a job-creating global aviation hub along the lines of Dubai, which currently handles much of the country's international traffic. A panel of Indian lawmakers will review safety in the country's civil aviation sector and has invited several industry and government officials to answer questions on Wednesday, with topics set to include the recent plane crash.

AIRCRAFT & ENGINE NEWS

Demand for 777-300ER P2F soars amid feedstock shortage

IBA, the aviation market intelligence and advisory firm, has reported a sharp rise in demand for Boeing 777-300ER passenger-to-freighter (P2F) conversions. This surge is being driven by a growing need for large wide-body freighter capacity and the looming end of Boeing 777F production in 2027, following ICAO emissions mandates. However, despite heightened interest from airlines and leasing companies, a critical shortage of feedstock is slowing the pace of conversion. Operators are retaining their 777-300ER fleets longer due to high passenger demand and elevated residual values. Some carriers have even initiated unplanned cabin refurbishments, suggesting an extended lifespan for these aircraft in passenger service. As a result, the availability of suitable aircraft for conversion remains limited, placing upward pressure on acquisition and conversion costs. IBA estimates that converting a 777-300ERSF in half-life condition costs between US$75–80 million, rising to nearly US$100 million if the GE90-115 engines require maintenance. This financial burden may restrict participation to those with substantial capital resources. The 777-300ERSF programme, developed by Israel Aerospace Industries (IAI) in partnership with AerCap, is nearing FAA certification. Kalitta Air's first converted aircraft has completed test flights in the US, with four more units from AerCap's portfolio already converted at IAI's Tel Aviv facility and due to enter Kalitta's fleet. Additional conversion lines are located in Abu Dhabi, Seoul, and Marana, California, with expansion expected once certification is finalised. Mammoth Freighters is also progressing, with test flights of its 777-200LRMF prototype under way and Qatar Airways named as launch customer. This variant will form the basis for Mammoth's future 777-300ERMF conversions, with AviaAM Leasing confirmed as launch customer. Conversion work is ongoing at Aspire MRO's Texas facility and STS Aviation's Manchester hangar. Meanwhile, Kansas Modification Centre's 777-300ERCF programme is advancing at a slower pace but contributes to the limited set of options available for wide-body cargo operations. As freighter choices narrow with the phase-out of the 747-400F and delays to the 777X, recent 777F orders from carriers like Emirates highlight a strategic shift in fleet planning. For many, new-build freighters remain prohibitively expensive, reinforcing the urgency and importance of P2F conversions to meet the growing global demand for efficient cargo aircraft.

Orders and deliveries – Boeing and Airbus

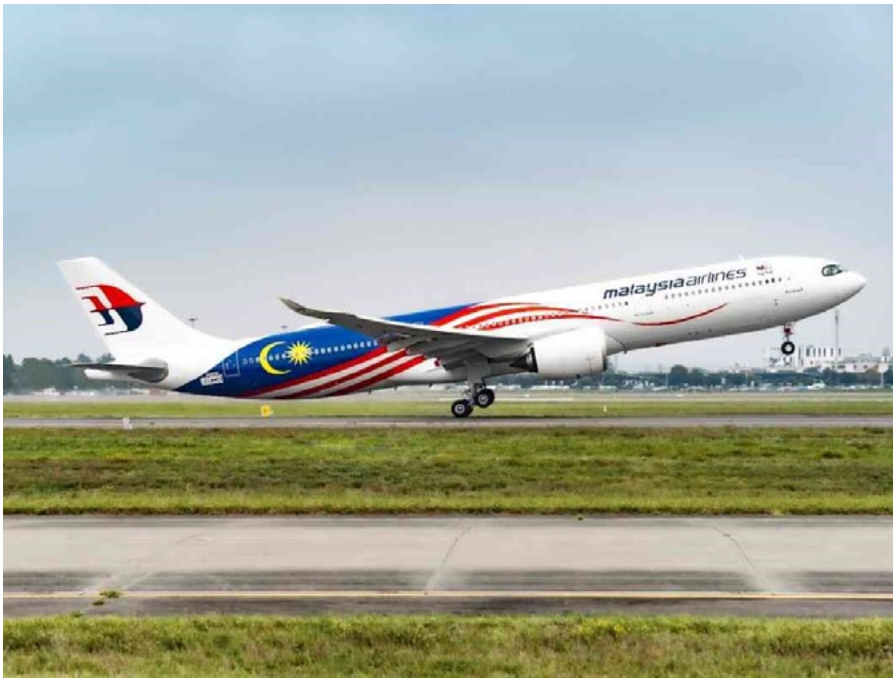
Airbus v Boeing: Orders and Deliveries

June 2025 YTD (net orders)

Airbus			Boeing		
Type	**Orders**	**Deliveries**	**Type**	**Orders**	**Deliveries**
A220	39	41	737	304	209
A320 Family	207	232	767	0	14
A330	71	12	777	79	20
A350	85	21	787	242	37
Total	**402**	**306**	**Total**	**625**	**280**

Source: Airbus Source: Boeing

Malaysia Airlines will double its A330neo fleet with major Airbus order



Malaysia Airlines A330-900 *© Airbus*

Malaysia Aviation Group (MAG), the parent company of national carrier Malaysia Airlines, has placed a firm order with Airbus for 20 additional A330-900 aircraft. This new commitment will double the airline's future A330neo fleet to 40 aircraft. The announcement was made during the official visit to France by the Prime Minister of Malaysia, H.E. Anwar Ibrahim. MAG first selected the A330neo in 2022 as part of its wide-body fleet renewal programme, with an initial commitment for 20 aircraft, four of which have already been delivered. Featuring an all-new premium cabin layout, the aircraft are currently serving routes from Kuala Lumpur to Melbourne, Auckland, and Bali. "The A330neo continues to deliver the right balance of operational efficiency, range, and cabin comfort to support our network and growth strategy," said Datuk Captain Izham Ismail, Group Managing Director of MAG. "With its enhanced fuel efficiency and flexibility across both regional and long-haul routes, the aircraft is a strong fit for our evolving market needs. It also allows us to offer a product that aligns with our premium positioning – streamlined, modern, and designed around passenger comfort and expectations. This additional order reinforces our long-term vision of building a future-ready fleet that supports sustainable growth, delivers consistent value to our passengers, and strengthens our competitiveness in key markets." Powered by the latest-generation Rolls-Royce Trent 7000 engines, the A330-900 can fly up to 7,200 nautical miles (13,300 km) non-stop. The A330neo also features the award-winning Airspace cabin, offering passengers a unique travel experience, high levels of comfort, and modern design. This includes more individual space, enlarged overhead bins, a new lighting system, and access to the latest in-flight entertainment and connectivity systems.

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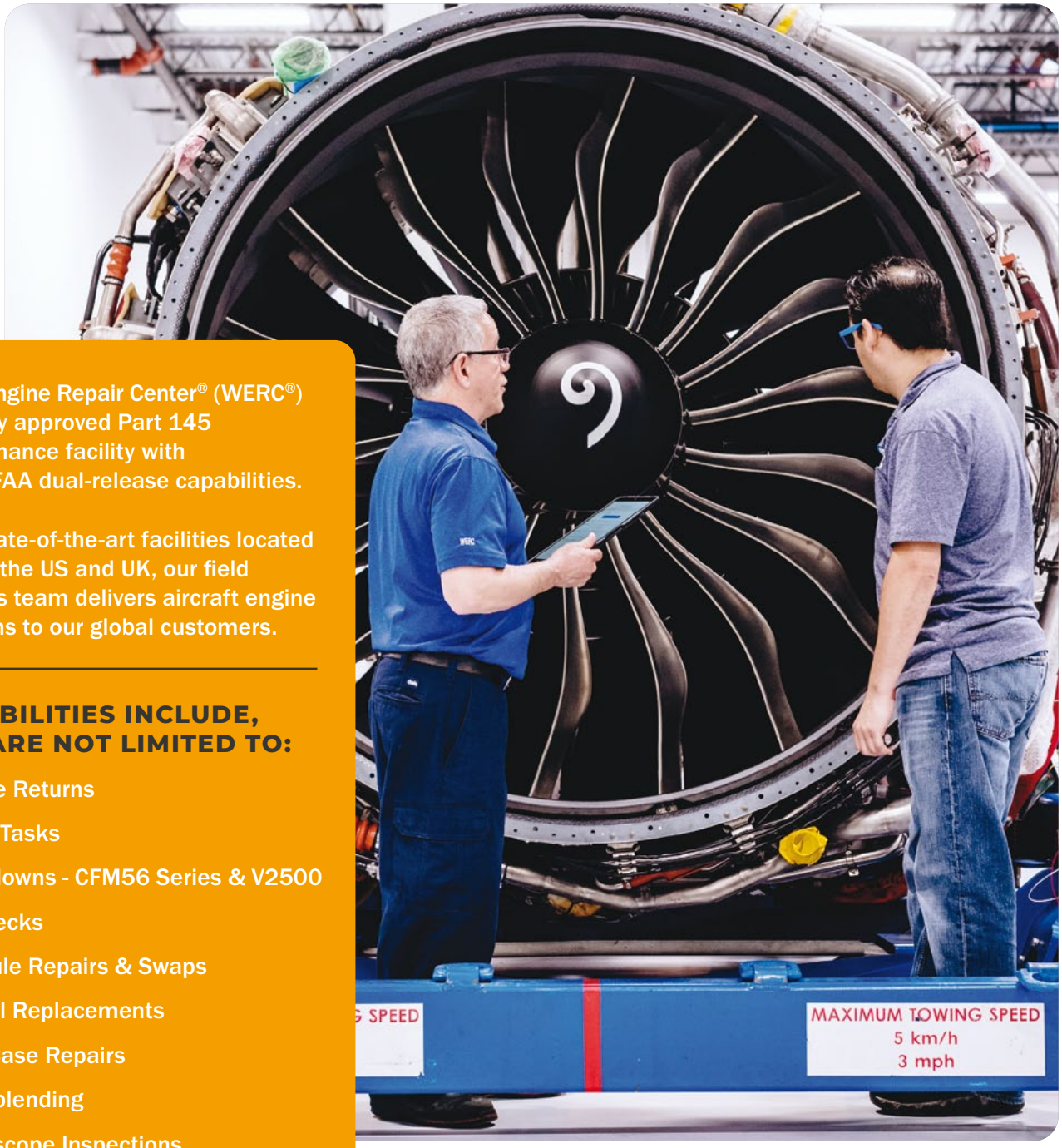

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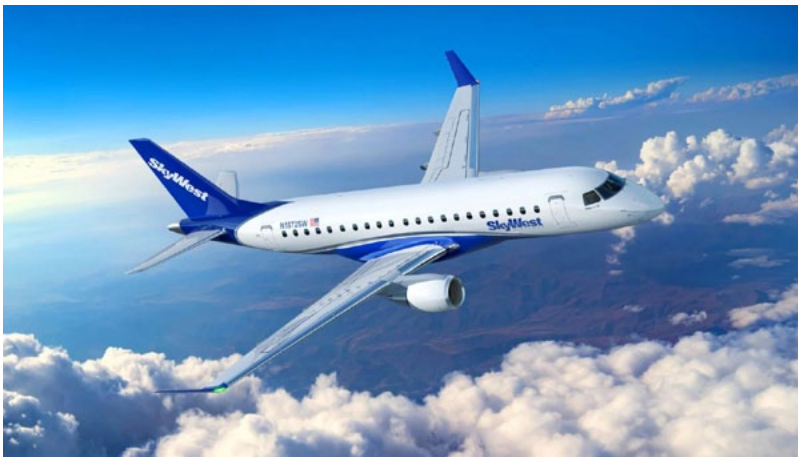
AIRCRAFT & ENGINE NEWS

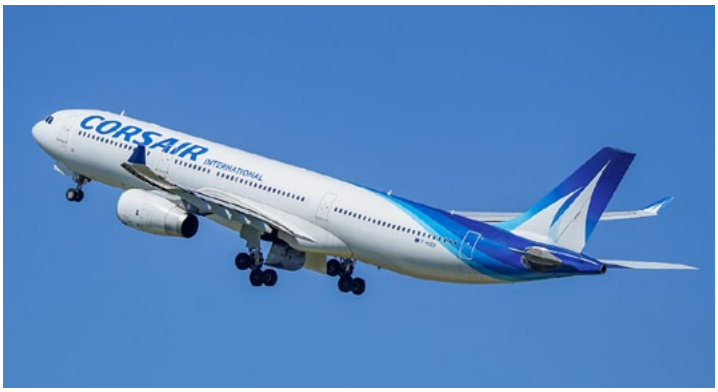
SkyWest orders new GE CF34 engines for Embraer E175s



SkyWest E-175 jet *© Embraer*

SkyWest has finalised a new agreement with GE Aerospace for CF34-8E engines, including spare units, to power its recently ordered fleet of 60 Embraer 175 regional jets. The move strengthens the long-standing relationship between the two companies and reinforces SkyWest's continued reliance on the CF34 engine family to support its growing operations. GE Aerospace described the agreement as a continuation of a highly successful partnership, pointing to SkyWest's exclusive use of CF34 engines across its fleet of more than 600 aircraft. Executives at the company suggested that the deal represents another significant step in their collaboration, underscoring GE's ability to supply high-performance engines and long-term service solutions tailored to the needs of regional carriers. SkyWest became an early adopter of the CF34 engine in 1994, when it began operating the CF34-3B on Bombardier's CRJ200. Since then, it has grown to become the largest operator of CF34 engines globally, with a current fleet of over 1,200 CF34-3B, -8C, and -8E engines. Company representatives have emphasised that the CF34's proven performance and reliability have played a critical role in supporting the airline's operations and growth. GE Aerospace has delivered more than 11,000 CF34 engines to date, with a reputation for exceptional durability. The CF34 family boasts a 99.97% dispatch reliability rate over a 12-month rolling period, making it one of the most dependable engines in its class. All CF34 models are also compatible with approved sustainable aviation fuel (SAF) blends, supporting ongoing industry efforts towards greener aviation.

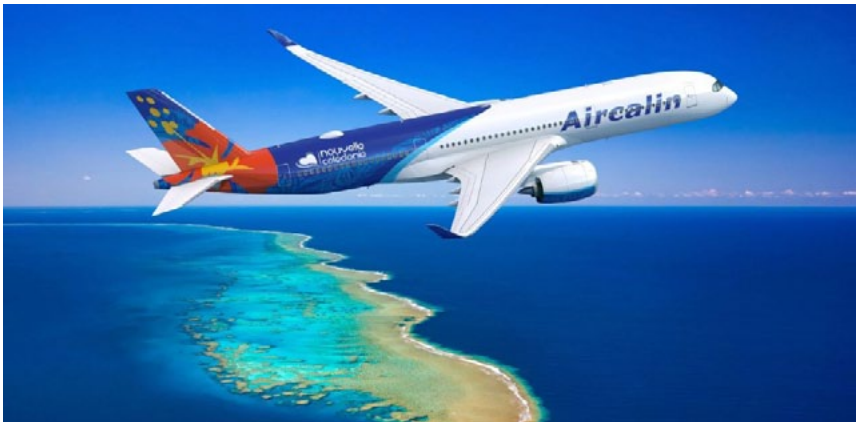
Stratos delivers A330 to Amazon for cargo conversion



A previously operated Corsair Airbus A330-300 has been delivered to Amazon for P2F conversion *© AirTeamImages*

Stratos, the prominent aircraft investment specialist and asset manager, has successfully delivered an Airbus A330-300 aircraft to Amazon. The aircraft, previously operated by Corsair, will now undergo a passenger-to-freighter (P2F) conversion as part of Amazon's ongoing expansion of its dedicated air cargo operations. This transaction underscores Stratos' capability in managing the placement of mid-life wide-body aircraft, particularly in a market where airline fleets are being rapidly adjusted amid capacity constraints. The delivery was completed seamlessly, with smooth coordination between Corsair, Amazon, and Stratos, reflecting the high level of professionalism among all involved. The A330-300's transition highlights the growing demand for converted freighter aircraft, particularly as e-commerce companies like Amazon increase their investment in global logistics networks. The A330 P2F programme is increasingly seen as a cost-effective and efficient solution for air freight operators looking to expand capacity without ordering new aircraft. The delivery further cements Stratos' reputation for executing timely and efficient fleet transitions, while supporting airlines and logistics firms in adapting their operations to meet shifting market demands.

Aircalin orders two A350-900s

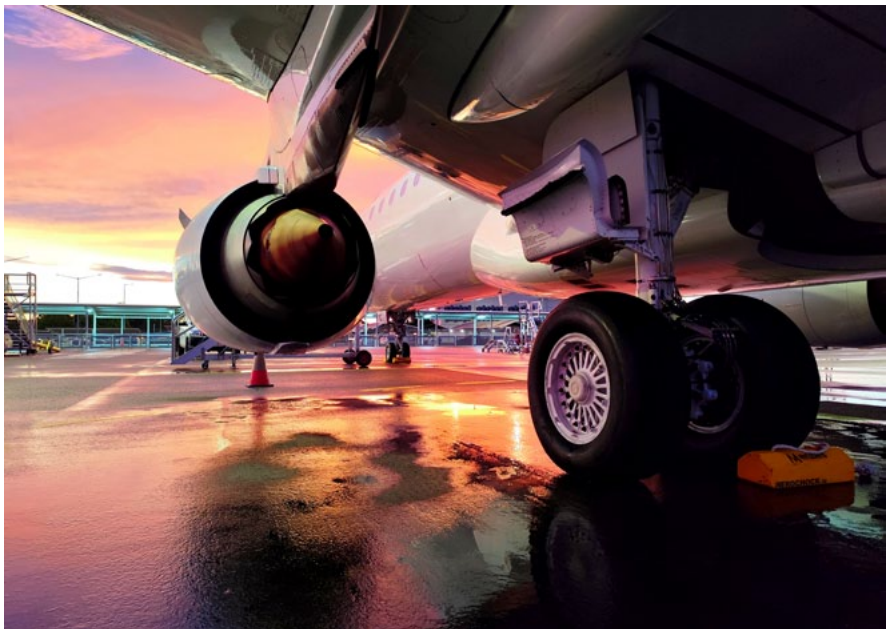


Airbus A350-900 in Aircalin livery *© Airbus*

Aircalin, the international airline of New Caledonia, has announced an order with Airbus for two long-range A350-900 aircraft. This order will support Aircalin's fleet modernisation and the expansion of its long-haul network. At present, the airline's wide-body fleet consists of two A330neo aircraft. Aircalin intends to configure its A350s in a three-class premium layout, accommodating over 320 passengers. This will include an expanded business class and represents a 15% increase in capacity compared with the A330neo.

AIRCRAFT & ENGINE NEWS

BeauTech acquires 12 CF34-10E engines from Alliance

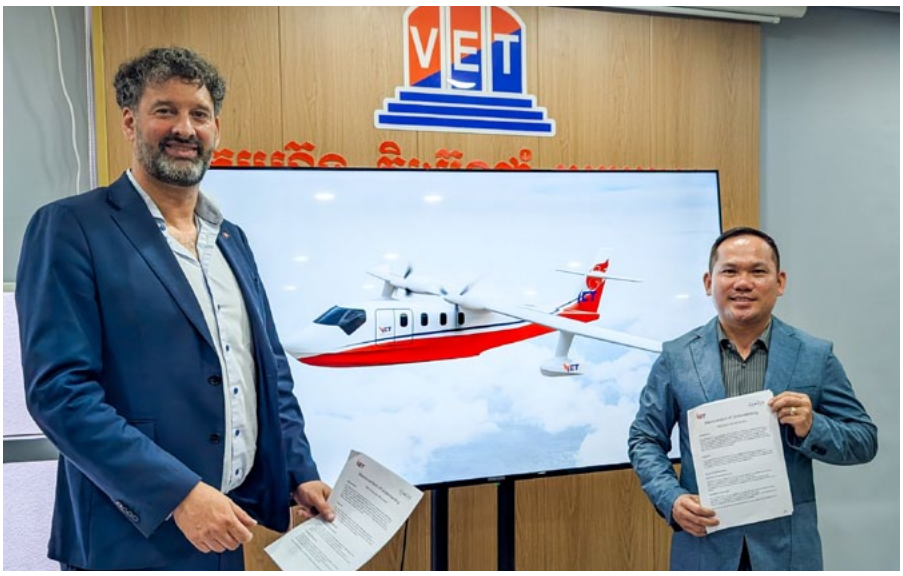


CF34-10E engine on wing *© Ayden OShannessy*

BeauTech Power Systems (BeauTech) has acquired 12 General Electric CF34-10E engines from Alliance Aviation Services, the largest operator of Embraer E190 aircraft in Australia. The deal reflects BeauTech's continued expansion of its CF34-10 engine pool, aligning with growing demand for flexible engine leasing options within the regional aviation sector. As operators seek efficiency and reliability in their engine management strategies, BeauTech aims to provide bespoke leasing arrangements tailored to airline and MRO needs. Lee Beaumont, Founder and CEO of BeauTech, expressed satisfaction with the deal, describing it as a further affirmation of the company's leadership in the CF34 engine segment. He highlighted the transaction as a demonstration of BeauTech's strategic investment in high-demand platforms that are crucial to regional aircraft operations worldwide. Scott McMillan, Managing Director of Alliance Aviation, noted that the sale enables Alliance to unlock value from surplus assets while capitalising on favourable market dynamics and currency conditions. He described the collaboration with BeauTech as a natural fit, ensuring the continued utility of the engines within the global aviation industry. Alliance's Aviation Services division remains a strong contributor to the company's overall performance. Beyond the CF34 series, BeauTech's leasing portfolio spans key engine types, including the CFM56 and LEAP platforms, allowing it to serve a diverse customer base. The company remains focused on supporting commercial airlines and maintenance organisations with dependable, high-performance engine solutions globally.

AIRCRAFT & ENGINE NEWS

Elfly signs US$50 million deal with VET Airways

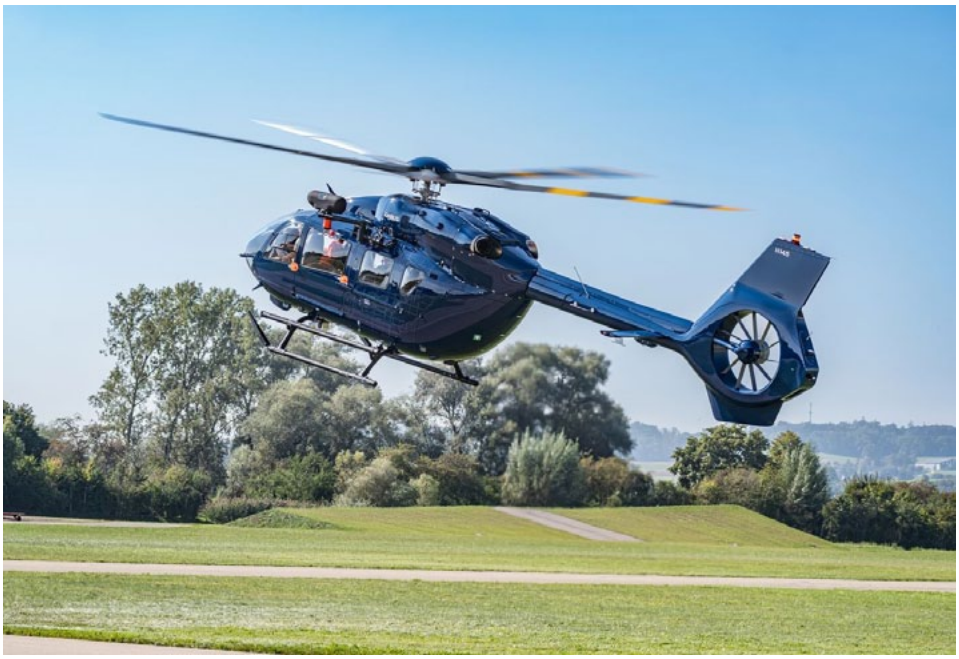


© Elfly Group has signed a deal with Cambodia's VET Airways for five 'NOEMI' seaplanes

Elfly Group, the Norwegian developer of the all-electric NOEMI (No Emissions Electric Seaplane), has signed a memorandum of understanding (MoU) with Cambodia's VET Airways for the sale of five aircraft, valued at US$50 million. The agreement underlines a shared ambition to bring clean, versatile air transport to Southeast Asia, enabling access to both airports and remote coastal areas with minimal environmental impact. This latest deal brings Elfly's total number of soft orders to 52 NOEMI aircraft, with a combined estimated value of US$550 million. According to the company, global interest in its revolutionary seaplane concept continues to grow rapidly. Further expressions of interest represent an additional potential value of US$3,000 million, highlighting the appetite for sustainable aviation solutions across diverse markets. To date, Elfly has received MoUs from customers in Denmark, Greece, Indonesia, Panama, and now Cambodia, reflecting the aircraft's broad appeal and practical utility in regions with challenging terrain or extensive coastlines. The NOEMI is designed as an amphibious aircraft, capable of taking off and landing on both water and conventional runways. This makes it particularly well suited for island nations and regions with underdeveloped infrastructure. The first flight of Elfly's full-scale prototype is scheduled for 2027, with entry into service targeted for 2030. "There's a huge market for seaplanes in Asia," enthused Neak Oknha Suo Vireak, CEO of VET Airways' parent company, Vireak Buntham Express Co. Ltd. "The amphibious NOEMI can fly straight from airports to the coast and out compete road transport, which is important as we are looking into using it in our logistics network too."

Bahrain orders nine Airbus H145 helicopters

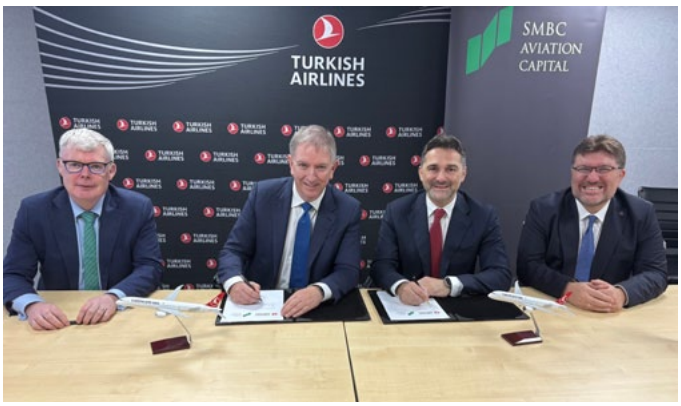
Airbus Helicopters has secured a significant contract with the Kingdom of Bahrain for the purchase of nine H145 helicopters. The agreement was signed by His Excellency Sheikh Rashid bin Abdullah Al Khalifa, Bahrain's Minister of Interior, and marks a strategic enhancement of the country's aerial capabilities in both law enforcement and emergency medical services. The new fleet will be operated by Bahrain's Police Aviation Command and is intended to support a range of public safety operations. The H145, Airbus' best-selling light twin-engine helicopter, is renowned for its multi-role functionality. Airbus Helicopters highlighted that the aircraft's proven versatility will be a valuable addition to Bahrain's operational capabilities. Olivier Michalon, Executive Vice President for Global Business at Airbus Helicopters, welcomed Bahrain into the global H145 user community. He noted that more than 60 H145 helicopters are already operating across the Middle East, fulfilling missions in emergency medical response, the energy sector, law enforcement, and utility work. Demand for the model continues to rise, particularly due to its adaptability and performance. The latest version of the H145 features an innovative five-bladed rotor system, which enhances performance by increasing the helicopter's useful load by 150kg. The new bearing less main rotor design also simplifies maintenance, improves serviceability and reliability, and contributes to a smoother ride for both crew and passengers. Globally, over 1,700 H145 family helicopters are in service, with a combined eight million flight hours. Powered by twin Safran Arriel 2E engines and featuring advanced technologies such as full authority digital engine control (FADEC) and the Helionix avionics suite, the H145 offers a high level of automation and safety. A four-axis autopilot system reduces pilot workload, while the helicopter's low noise and emissions profile positions it as the most environmentally friendly and quietest in its class.



The Kingdom of Bahrain has ordered nine H145 helicopters *© Airbus Helicopters*

AIRCRAFT & ENGINE NEWS

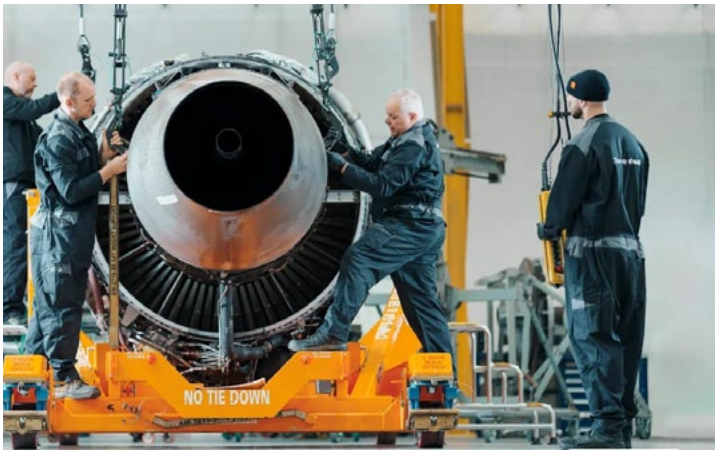
SMBC Aviation Capital and AJet sign lease agreement for five Airbus aircraft



Representatives of SMBC Aviation Capital, AJet and Turkish Airlines at the contract signing *© SMBC Aviation Capital*

SMBC Aviation Capital has signed a new lease agreement with AJet, the fully owned low-cost subsidiary of Turkish Airlines, for five Airbus A320neo aircraft. This latest deal further strengthens the leasing company's long-standing relationship with Turkish Airlines, bringing the total number of aircraft placed with the group since 2022 to 25. The five A320neo aircraft, known for their modern design and enhanced fuel efficiency, are scheduled for delivery between the fourth quarter of 2025 and the second quarter of 2026. Once delivered, they will be operated exclusively by AJet as part of the carrier's strategy to grow its fleet and improve operational efficiency. Turkish Airlines' Chief Financial Officer and Board Member, Assoc. Prof. Murat Şeker, expressed enthusiasm about the deal, noting that the A320neo aircraft will significantly enhance AJet's ability to operate efficiently while aligning with the airline's sustainability objectives. He reaffirmed AJet's commitment to making air travel more accessible and affordable, positioning the airline to meet growing demand in the low-cost sector.

AerFin acquires four A320neo aircraft to boost global aftermarket support

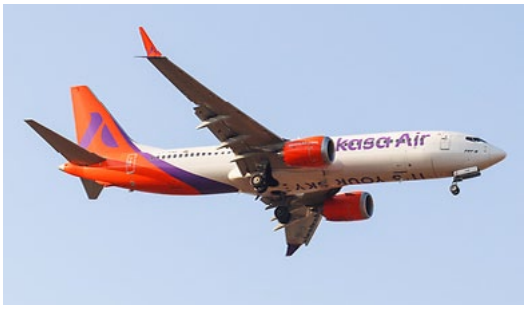


© AerFin

AerFin has announced a strategic acquisition of four A320neo aircraft in collaboration with a Middle Eastern investor. This move marks a significant expansion of AerFin's capabilities in the global aviation aftermarket and reflects its commitment to sustainable, cost-effective support solutions for airlines, lessors, and maintenance, repair and overhaul (MRO) providers. The 2017 vintage aircraft, acquired from Aviation Capital Group (ACG), will be dismantled to supply high-quality used serviceable material (USM). This process extends the operational life of aviation components, providing a viable alternative to new parts for operators under cost and supply pressures. With the A320neo family recognised as one of the most successful narrow-body platforms—boasting over 10,000 orders globally—the availability of reliable USM from these aircraft will be a valuable asset to the market. Through this acquisition, AerFin significantly increases its USM inventory, supporting the growing demand for efficient aftermarket solutions amid heightened interest in sustainability and cost reduction across the aviation sector. The deal reinforces the company's position as a trusted supplier with the expertise to manage complex asset transactions and unlock long-term value from end-of-life aircraft. Simon Goodson, CEO of AerFin, described the acquisition as "a landmark moment for AerFin" and emphasised the company's strength in securing high-value assets and delivering innovation to its customer base. This transaction highlights AerFin's ability to align strategic investment with the needs of a dynamic and evolving aviation industry, while expanding its global presence and technical capabilities.

MRO & PRODUCTION NEWS

GMR Aero Technic wins maintenance support contract from Akasa Air

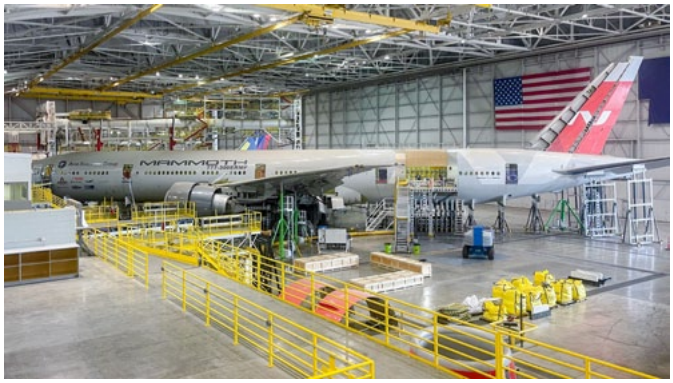


GMR Aero Technic will provide base maintenance support for Akasa Air's fleet of Boeing 737 MAX aircraft *© AirTeamImages*

Indian carrier Akasa Air has entered into a three-year agreement with GMR Aero Technic to provide base maintenance support for its fleet of Boeing 737 MAX aircraft. This collaboration marks an important step for both companies and highlights the growing strength of India's domestic MRO capabilities. As part of the agreement, GMR Aero Technic will conduct scheduled base maintenance checks at its advanced MRO facility situated within the GMR Aerospace & Industrial Park in Hyderabad. The facility is known for its cutting-edge infrastructure and technical expertise, making it a key player in India's rapidly developing aviation support sector. For Akasa Air, the agreement reinforces its commitment to fleet safety, reliability, and efficiency as it continues to expand operations. The airline views this partnership as a strategic move to uphold the highest technical standards while supporting the country's evolving aviation ecosystem. Akasa Air's management expressed strong confidence in GMR Aero Technic's experience and infrastructure, noting that the partnership aligns perfectly with their vision of delivering a safe and dependable travel experience. They also underlined their support for India's expanding MRO industry, highlighting the importance of domestic solutions in sustaining growth. This agreement not only ensures high-quality maintenance for Akasa's fleet but also illustrates the broader momentum behind India's aviation infrastructure, as airlines increasingly turn to local expertise to meet international standards.

MRO & PRODUCTION NEWS

AviaAM Leasing nears completion of Boeing 777 P2F conversion



Avia Solutions Group is nearing completion of its first B777-300ER P2F conversion
© Avia Solutions Group

AviaAM Leasing Service Centre (AviaAM Leasing), part of the global aviation services provider Avia Solutions Group, is approaching the final phase of a landmark project – converting a Boeing 777-300ER passenger aircraft into a freighter (P2F). This milestone is being achieved in collaboration with Mammoth Freighters LLC, a US-based specialist in Boeing 777 P2F conversions. The transformation is expected to be completed by the end of the year. This project marks a first for the aviation industry, as it involves the prototype conversion of the Boeing 777-300ER model. According to Jonas Janukėnas, CEO of Avia Solutions Group, this achievement underscores the company's role in meeting growing global air freight demand. Boeing projects that over 2,600 freighters will be required worldwide over the next 20 years, with P2F conversions playing a vital role in fulfilling this need. The B777-300ER, originally designed to carry nearly 400 passengers, will be capable of transporting up to 98 tonnes of cargo over 5,000 nautical miles post-conversion. It will offer a generous cargo volume of 819 cubic metres, well-suited for long-haul and transatlantic routes. AviaAM Leasing is a major player in commercial aircraft leasing, trading and fleet management, with over 150 aircraft transactions and more than 50 conversions and refurbishments to date. The firm is ranked among the top 50 in the global aircraft leasing industry.

China Airlines signs GE9X engine support deal with GE Aerospace

GE Aerospace has entered into a multi-year service agreement with China Airlines for the maintenance, repair, and overhaul (MRO) of GE9X engines that will power the carrier's 14 new Boeing 777X aircraft. This agreement further strengthens the long-standing relationship between the two companies, which began in 1999 with China Airlines' purchase of GE-powered Boeing 747-400s. Based in Taiwan, China Airlines is one of the region's leading carriers and has consistently relied on GE Aerospace for engine support across its wide-body fleet. Previous service agreements have covered GE90 engines for the Boeing 777-300ER and GEnx engines for its Boeing 787 aircraft. This latest agreement marks a significant step in supporting the next generation of high-performance, fuel-efficient aircraft. The GE9X is currently the world's most powerful commercial aircraft engine and is offered exclusively on Boeing's 777X models, including the 777-9 and 777-8F. It delivers approximately ten percent better specific fuel consumption compared to its predecessor, the GE90-115B, and incorporates advanced technologies that result in significantly reduced emissions and improved efficiency. Russell Stokes, President and CEO of Commercial Engines and Services at GE Aerospace, expressed gratitude for China Airlines' continued confidence, stating that the company will work closely with the airline to ensure a smooth entry into service and reliable performance of the 777X fleet. The new MRO agreement not only secures long-term engine support for China Airlines but also reinforces GE Aerospace's role as a trusted partner in powering and maintaining the next generation of wide-body aircraft.

GE9X engine *© GE Aerospace*

QT Aerospace secures EASA certification

With the EASA certification QT Aerospace gains vital access to the European aviation market
© Shutterstock

QT Aerospace has officially received the European Union Aviation Safety Agency (EASA) Part-145 Repair Station certification, marking the next step in expanding its international maintenance, repair, and overhaul operations. This new certification complements the company's existing Federal Aviation Administration (FAA) Part-145 credentials (ST1R492K), enabling it to fully service European-registered aircraft and components directly from its Dallas, Texas base. With the EASA approval now in hand, QT Aerospace gains vital access to the European aviation market. The certification brings its services into full alignment with FAA requirements, reinforcing the company's ability to deliver compliant, cross-border MRO solutions. Clients operating European-registered aircraft can now benefit from QT Aerospace's advanced composite and structural repair services, which cover flight control surfaces, engine inlets, cowls, and thrust reversers. The company also offers emergency "quick turn" services designed to minimise aircraft downtime. QT Aerospace's facility in Dallas is strategically placed to support global operations. With the capacity for round-the-clock aircraft on ground (AOG) services, it is fully equipped to respond rapidly and dispatch components or teams globally, enhancing turnaround times for international customers. QT Aerospace, headquartered in Dallas, is highly regarded in the aviation sector for its expertise in airframe composite repair. With a focus on excellence, safety, and innovation, the company continues to raise the bar in providing high-quality MRO solutions across a growing international client base.

MRO & PRODUCTION NEWS

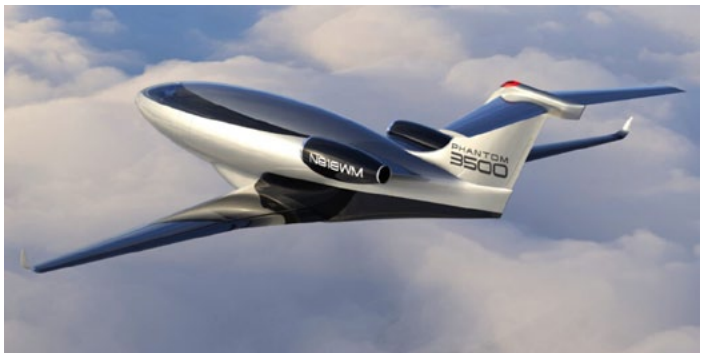
AAR and AFI KLM E&M to establish joint venture in APAC region

AAR and Air France Industries KLM Engineering & Maintenance (AFI KLM E&M) have signed an agreement to establish a joint venture in the Asia-Pacific region to support nacelles for next-generation aircraft. Based at AAR's facility in Chonburi, Thailand, the new joint venture will carry out next-generation nacelle maintenance, repair, and overhaul services, including on-wing and on-site inspections, while ensuring extensive parts availability for their valued customers. Together, AAR and AFI KLM E&M are committed to meeting the evolving needs of the aviation industry and upholding their strong reputations for excellence in MRO services. The combination of an independent MRO with a global airline and MRO provider will deliver unparalleled service and support for operators. The establishment of the joint venture is subject to regulatory approval and will further strengthen the global network for nacelle services. "This partnership with AAR strengthens both our positions in the Asia-Pacific region. Our expertise, local proximity, and sustainable supply chain will ensure superior MRO services with enhanced efficiency, reliability, and part availability," said Benjamin Moreau, AFI KLM E&M's Senior Vice President of Strategy & Business Development. "By combining the experiences and innovative approaches of AAR and AFI KLM E&M, we are able to expand our nacelle capabilities portfolio and support an extensive network of operators," said Jim Berberet, AAR's Senior Vice President of Component Services. "Our joint venture will be positioned with strong capability to meet the needs of the largest fleets in the APAC region, and we plan to continue to cover additional engine nacelle types in the future."

EFW gains Chinese approval for A320/ A321 freighter conversions

Elbe Flugzeugwerke (EFW), Airbus' Centre of Excellence for freighter conversions, has received validation from the Chinese Civil Aviation Administration (CAAC) for its Supplemental Type Certification (STC) covering Airbus A320 and A321 passenger-to-freighter (P2F) programmes. This approval enables EFW to offer its OEM-supported standard-body freighter conversions to operators of China-registered aircraft, significantly expanding its footprint in one of the world's most rapidly growing air cargo markets. This development follows the CAAC's 2023 validation of EFW's A330P2F programme, under which 19 converted A330 freighters have already been delivered to

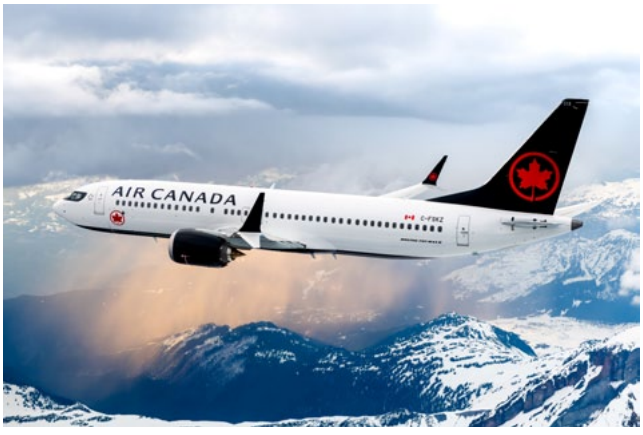
Otto Aviation partners with Mecaer to equip Phantom 3500 with key flight systems



The Phantom 3500 is expected to begin flight testing in 2027 *© Otto Aviation*

Otto Aviation has entered into a strategic partnership with Mecaer Aviation Group (Mecaer) to develop the landing gear and primary flight control actuation system for its breakthrough aircraft, the Phantom 3500. This collaboration represents a major milestone in Otto's ambition to transform private aviation through sustainable innovation and fuel efficiency. Mecaer, a globally recognised aerospace systems provider with facilities in Europe and North America, offers decades of experience in flight control and landing gear technologies. Its proven ability to deliver compact, high-performance systems makes it a fitting partner for the Phantom 3500, an aircraft known for its distinctive aerodynamic design and sustainability focused engineering. The Phantom 3500's advanced features—including a laminar-flow fuselage and high-aspect-ratio wing—require landing gear that fits precisely within the airframe while supporting low-drag flight. Mecaer's system will incorporate complex retraction mechanisms and articulation kinematics to conform to the aircraft's tight contours, all while maintaining structural integrity and operational performance. Both the main and nose landing gear will retract into highly compact, aerodynamically refined bays. This is achieved through advanced multi-link geometries and shock absorption systems designed to maximise space efficiency and preserve the aircraft's clean exterior lines—crucial for drag reduction and fuel savings. Additionally, Mecaer will deliver the Phantom 3500's flight control actuation system, ensuring responsive and accurate control of all primary flight surfaces. The system will feature built-in redundancies for safety and is being developed with a strong emphasis on weight reduction, serviceability, and long-term reliability. The Phantom 3500 is expected to begin flight testing in 2027, with entry into service targeted for 2030.

Lufthansa Technik extends support deals with Air Canada



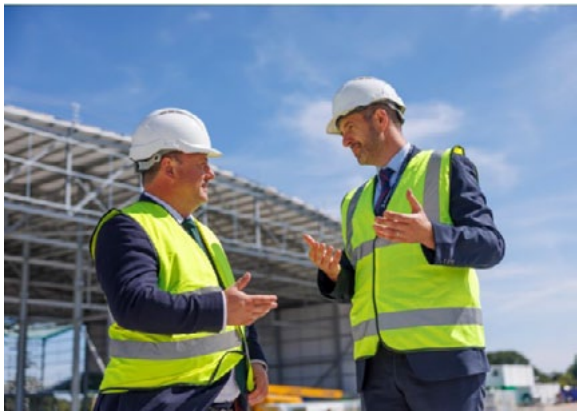
Air Canada Boeing 737 MAX *© Air Canada*

Lufthansa Technik and Air Canada have reinforced their longstanding partnership by renewing and extending multiple exclusive agreements for aircraft technical services ahead of schedule. The extended contracts include engine maintenance services for the CFM56-5B engines and total component support (TCS) for Air Canada's Boeing 777 and 737 MAX fleets. Under the renewed engine maintenance agreement, Lufthansa Technik will continue to provide comprehensive maintenance, repair, and overhaul services for the CFM56-5B engines, which power Air Canada's Airbus A320ceo fleet. This exclusive arrangement will now run until 2032, during which time around 80 engine maintenance checks are planned. The agreement aims to ensure continued reliability and efficiency across the airline's narrow-body operations. In addition, the total component support contract for the 25 Boeing 777 aircraft currently operated by Air Canada has been extended through to 2032. This ensures that key aircraft components will remain readily available, helping the airline to maintain high levels of operational efficiency and aircraft availability. The exclusive TCS agreement for the Boeing 737 MAX fleet has also been extended, now running until 2033. This extension provides ongoing access to critical spare parts and technical support, helping to uphold the fleet's performance and reliability standards.

MRO & PRODUCTION NEWS

Chinese operators. With the latest certification, EFW can now provide a full suite of freighter conversion options across both narrow-body and wide-body aircraft to Chinese customers, reinforcing its presence in the region. The A320P2F and A321P2F stand out in their segment with the lowest fuel consumption in their class and are the first to offer fully containerised cargo on both upper and lower decks. The A321P2F supports payloads exceeding 28 tonnes, while the A320P2F handles more than 21 tonnes. These aircraft are seen as ideal replacements for ageing standard body freighters and offer high flexibility, cross-crew operation, and reduced operational costs—making them especially attractive to express carriers. EFW's P2F programme is the only one supported by an OEM, ensuring high lifecycle value, maintenance ease, and reliability. The company operates a global conversion network spanning eight sites, including locations in Shanghai, Chengdu, Guangzhou, and Tianjin in China. An additional facility in Okinawa, Japan, is due to open soon. Beyond China, EFW's A320/A321 conversions are also approved in Europe, the United States, Brazil, Japan, Malaysia, and India, underlining the growing international appeal of its freighter solutions.

Bombardier expands Biggin Hill site with new paint facility

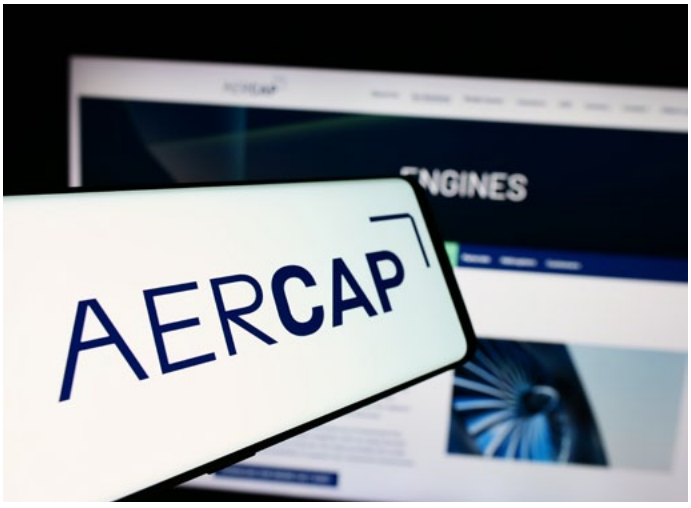


Peter Fortune (l), Member of Parliament for Bromley and Biggin Hill, and Sander Podgoric, General Manager of Bombardier's London Biggin Hill Service Centre, tour the facility during a visit highlighting the progress of the new paint facility *© Bombardier*

Bombardier has confirmed it has made significant progress in the construction of its new 51,000 ft² paint facility at the London Biggin Hill Service Centre. The project has already completed essential groundwork and foundation stages, with the steel hangar structure advancing and cladding work underway. This latest development further enhances the centre's growing reputation as a key aerospace hub in the region. The facility, designed with two bays, is expected to employ over 50 skilled paint technicians and will complement the existing 250,000 ft² service centre. This larger site already supports scheduled and unscheduled maintenance, aircraft modifications, and avionics upgrades for Bombardier Global, Challenger and Learjet aircraft. With completion scheduled for the second half of 2026, the new paint hangar will offer customers a full-service experience in one location. On July 4, Peter Fortune, Member of Parliament for Bromley and Biggin Hill, visited the centre to observe the ongoing developments and meet with Bombardier staff. He remarked on the company's investment in the borough, stating: "It is exciting to see their commitment to developing in Bromley with the construction of their new paint facility, creating more local jobs and opportunities…" Sander Podgoric, General Manager of the service centre, also highlighted the facility's importance to the local economy and Bombardier's clients: "The addition of the new paint facility…ensuring they have a complete maintenance experience to help keep their aircraft in the air." Beyond the paint facility, the site has seen other significant updates. In 2024, Bombardier and F/LIST opened a modern 700 ft² material lounge, offering clients access to one of the most comprehensive interior material collections across the company's global network. Additionally, more than 3,000 solar panels have been installed on the facility's roof, underscoring Bombardier's commitment to sustainability. A new line maintenance station has also been established at Farnborough Airport, extending AOG and light maintenance services to a broader client base. Since its opening in 2017 and expansion in 2022, the London Biggin Hill Service Centre has become a vital economic and strategic asset for Bombardier and the surrounding area.

FINANCIAL NEWS

AerCap reports strong Q2 activity with US$1bn insurance award



© Shutterstock

AerCap Holdings N.V. has released a detailed update on its business performance for the second quarter of 2025, reflecting robust activity across its leasing, purchasing, sales, and financing operations. During the quarter, AerCap signed 71 lease agreements across a diverse range of assets, including eight wide-body aircraft, 32 narrow-body aircraft, 13 engines and 18 helicopters. These agreements further strengthen the company's expansive leasing portfolio, which supports around 300 customers globally. The company completed 21 acquisitions, securing 11 aircraft for its owned portfolio. This includes three Airbus A320neo-family aircraft, five Boeing 737 MAX aircraft, and three Embraer E195-E2s. Additionally, five engines and five helicopters were added to AerCap's owned assets. On the sales front, AerCap completed 24 transactions involving 14 aircraft—primarily from the Airbus A320 family—alongside a Boeing 767-300ER and an Embraer E190. These included disposals from both the owned and managed portfolios. The firm also sold six engines and four helicopters. In a significant legal victory, AerCap was awarded approximately US$1 billion by the London Commercial Court in a ruling concerning the loss of assets in Russia in 2022. This payout stems from the company's war risk insurance policies, providing a substantial financial recovery related to those sanctions-related losses. AerCap also completed around US$2.9 billion in financing transactions and repurchased approximately 4.7 million shares at an average price of US$94.03 per share, representing a total outlay of roughly US$445 million. The board declared a quarterly cash dividend of US$0.27 per share. Headquartered in Dublin with a global presence, AerCap continues to maintain one of the most attractive order books in the industry, reaffirming its market leadership in aircraft leasing and fleet management.

FINANCIAL NEWS

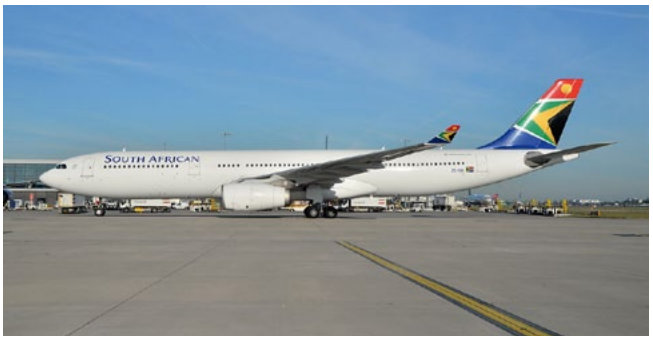
Volato sells GC Aviation to refocus on scalable tech-driven growth

Volato Group, Inc., a technology-focused private aviation company, has completed the sale of its subsidiary GC Aviation, Inc. for US$2 million in cash. The deal included the transfer of GC Aviation's FAA Part 135 air carrier certificate, which had previously enabled Volato's managed aircraft operations. This move is part of the company's broader strategy to concentrate on scalable, tech-enabled services while outsourcing operational flight responsibilities to third-party operators. The sale aligns with Volato's aim to streamline its operations and invest more heavily in its core growth platforms: Mission Control, Vaunt, and its expanding aircraft trading and leasing services. According to Matt Liotta, co-founder and CEO of Volato, the divestment was a "deliberate move" to focus capital and resources on high-growth, high-return areas. He noted that the transaction would help reinforce the company's balance sheet and support further innovation in its tech-led business model. With this divestiture, Volato positions itself to deepen its emphasis on platform-based aviation services. The Mission Control system offers proprietary software solutions designed to enhance operational efficiency, while the Vaunt platform provides curated, experiential travel offerings. Additionally, Volato continues to explore new opportunities in aircraft monetisation, including sales and leasing models that align with its capital-efficient approach. The capital generated from the GC Aviation sale is expected to drive further expansion and innovation across the firm's most promising business segments.

Astronics strengthens certification capabilities with Envoy Aerospace acquisition

Astronics Corporation has reported the acquisition of Envoy Aerospace. The US$8 million deal aims to strengthen Astronics' capabilities in aircraft connectivity, in-seat power systems and cabin modifications. Envoy Aerospace is a well-established provider of FAA Organisation Designation Authorisation (ODA) services, specialising in type certification solutions for aircraft and rotorcraft. The company supports customers in securing FAA Supplemental Type Certificates (STCs), Parts Manufacturer Approvals (PMAs), and foreign type approvals for complex aircraft modifications. With the integration of Envoy's nine employees, Astronics gains in-house access to critical certification processes, which are currently in high demand but short supply across the aviation sector. The acquisition is particularly strategic as it enables Astronics to streamline product certification and approval timelines, allowing quicker implementation of cabin upgrades, inflight connectivity enhancements, and reconfigurations tied to aircraft lease returns. The move also strengthens Astronics' position amid a broader industry trend towards increasing aircraft modification activity. Mike Kuehn, President of Astronics Connectivity Systems and Certifications (CSC), highlighted the strategic alignment, stating: "Envoy Aerospace's extensive experience and trusted reputation as an ODA make them a perfect fit for Astronics, supporting our strategic thrust for Inflight Entertainment and Connectivity." He added that the deal ensures dedicated access to ODA services for both Astronics and Envoy customers, enhancing the certification pathway for their technologies. Ongoing and future projects by Envoy Aerospace will continue as planned, with the added backing of Astronics' wider operational and technological infrastructure. The acquisition underscores Astronics' commitment to meeting the growing demand for certified, cutting-edge aerospace solutions by strengthening its internal expertise and expanding its service offering.

AELF secures US$31 million loan from Absa Bank



South African Airways Airbus A330-300 *© AirTeamImages*

Aircraft Engine Lease Finance (AELF), a commercial aircraft lessor based in Chicago, has finalised a US$31 million loan agreement with Absa Bank Group of South Africa. The loan is secured against an Airbus A330-300 currently on lease to South African Airways (SAA), which AELF recently acquired from a consortium of major international lenders, including Deutsche Bank, Société Générale and Crédit Agricole. The agreement forms part of AELF's strategic expansion of its financing capabilities. Board Member Phil Scruggs highlighted the company's ongoing efforts to diversify its funding sources by working with financing partners globally. Over the past year, the company has announced major financing deals with institutions such as Merchants Bank, Investec, and Nedbank, with Absa now joining this growing list. Joe Cirillo, Chief Commercial Officer at AELF, noted that Absa's involvement strengthens the company's ability to act swiftly and decisively in securing valuable assets in the market. By working closely with a select group of lenders, AELF is better positioned to capitalise on unique investment opportunities within the aviation leasing sector. The company continues to provide tailored aircraft leasing and financing solutions to a wide range of clients, including airlines, lessors, and financial institutions, reinforcing its reputation as a flexible and experienced industry player.

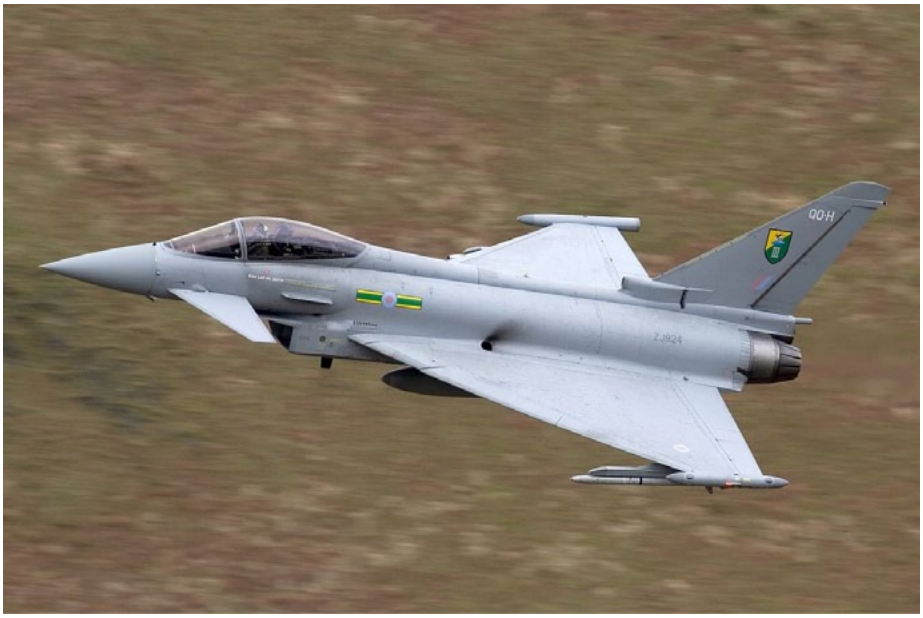
MILITARY AND DEFENCE

FDH Hardware and MS Aerospace extend fastener supply for F-35 programme

FDH Hardware has signed a supply agreement with MS Aerospace *© MS Aerospace*

FDH Hardware, part of FDH Aero, has signed a two-year supply agreement with MS Aerospace, a manufacturer of high-strength fasteners for critical aerospace and defence platforms. The agreement designates FDH Hardware's Arlington International Aviation Products (AIAP) brand as the primary supplier of MS Aerospace fasteners for the Lockheed Martin F-35 programme. Under the contract, F-35 manufacturing partners will gain access to fixed-price fasteners. As AIAP consolidates demand for similar products across its customer base, the fixed pricing model is expected to extend to other MS Aerospace fasteners and clients. This strategic partnership aims to enhance pricing stability and simplify the fastener supply chain for one of the aerospace industry's largest and most consistent aircraft programmes. Rick Ferguson, Vice President of Sales at AIAP, highlighted the long-standing relationship with MS Aerospace and their shared focus on quality, delivery, and pricing consistency. He noted the new agreement as a way to strengthen supply chain efficiency and support the F-35 programme more effectively. Mike Ross, Director of Sales at MS Aerospace, praised AIAP's role in securing approvals with Lockheed Martin and expressed optimism for future collaboration. The deal is expected to drive continued growth and strengthen both firms' positions in the global aerospace market. AIAP provides a wide range of aerospace fasteners, all rigorously tested to meet industry standards. The agreement reflects FDH Aero's ongoing investment in supply chain responsiveness and its broader commitment to customer-focused service across the aerospace and defence sectors.

GKN Aerospace secures extended contract to support Typhoon fleet



Eurofighter Typhoon *© GKN Aerospace*

GKN Aerospace has signed a new six-year follow-on contract with BAE Systems to continue producing transparencies for the Eurofighter Typhoon until the end of 2030. The transparencies, which include cockpit canopies, will be manufactured at GKN Aerospace's facility in Luton, ensuring ongoing production and stable long-term support for the aircraft fleet. The renewed agreement will see GKN Aerospace continue to supply critical components to international customers operating the Typhoon. This contract not only reinforces the company's role in sustaining one of Europe's most important military aircraft but also provides job security and continuity of operations at its UK-based manufacturing site. It also reflects the broader commitment of the European defence sector to meet the rising demand for defence equipment in response to evolving geopolitical challenges. According to Shawn Black, President of GKN Aerospace's Defence business, the timing of the contract is significant. He emphasised that the European defence industry is currently facing increased demand due to shifting government priorities, and reaffirmed GKN's pride in its long-standing collaboration with BAE Systems. He noted the company's continued commitment to supporting the Typhoon platform and contributing to the safety of military personnel. GKN Aerospace plays a major role in the global aerospace and defence industry, delivering essential technologies and systems for a wide range of aircraft. Its innovations span from helicopters and passenger planes to cutting-edge military platforms. The company's involvement in programmes like the Typhoon underscores its position as a key supplier of advanced aerostructures and engine systems across the aviation spectrum.

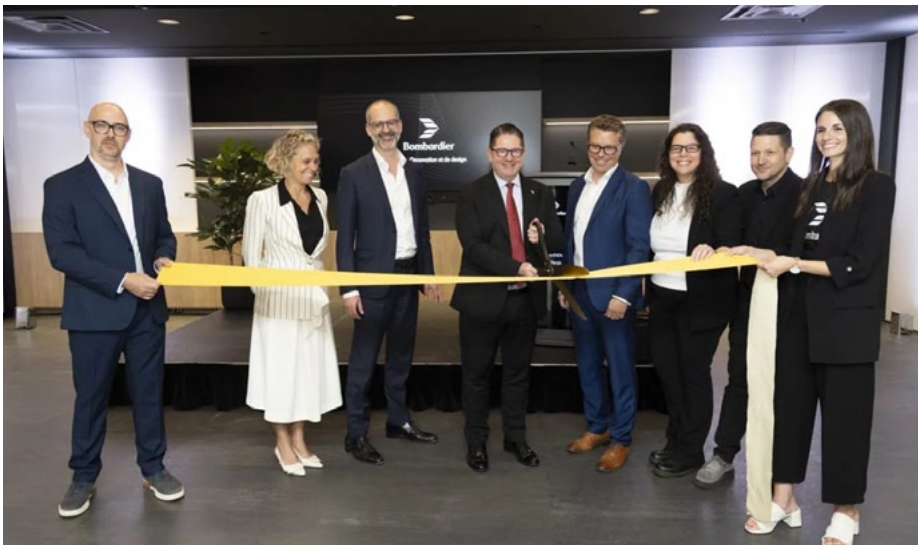
INFORMATION TECHNOLOGY

Tokyo International Airport *© Shutterstock*

Moonware has announced a trial of its Ground Traffic Control platform, HALO, at Tokyo International Airport (HND) in partnership with **Japan Airlines** (JAL) and **JAL Ground Service** (JGS). The trial represents a move towards more efficient, digitised ground handling processes at one of the busiest and most demanding airports in the world. The HALO platform will be deployed at JAL's local ground handling control station, with the trial focused on improving below-wing coordination, real-time situational awareness, and the management of ground resources. HALO integrates data from various operational sources across the airside environment—ranging from equipment and ground crew activity to changes in flight schedules—into a single, centralised system. This allows for dynamic dispatching, continuous live status updates, and comprehensive visibility into ongoing ground operations. A key feature of HALO is its capacity to facilitate real-time communication between the control station and teams working on the tarmac. This connectivity ensures that JAL and JGS can respond more rapidly and effectively to changes and disruptions, while also maximising the use of available assets. Activities such as aircraft servicing, baggage handling, and equipment allocation are tracked, timestamped, and fed back into planning systems to support more accurate, data-informed decision-making. The implementation of HALO is intended to reduce the variability in aircraft turnaround times and improve overall ground service execution. This initiative not only supports JAL's broader efforts to modernise its ground operations but also reflects the region's growing emphasis on innovation and digital transformation within the aviation sector.

OTHER NEWS

Bombardier has officially inaugurated its new Innovation and Design Center, a key part of the company's renewed focus on customer centricity and forward-thinking design. Located strategically within the Greater Montreal area, near Bombardier's existing manufacturing facilities, the new centre is set to become a driving force in shaping the future of business aviation. The centre is designed to operate independently from specific aircraft development programmes or model updates, allowing for continuous innovation across the entire Bombardier portfolio. A dedicated, multidisciplinary team will work in complete confidentiality to explore and develop concepts that aim to redefine the business jet customer experience. This approach is intended to ensure Bombardier maintains its edge in a highly competitive global market. According to Éric Martel, Bombardier's President and CEO, innovation is not only vital for maintaining competitiveness but also central to the company's heritage and vision. He noted that customers expect nothing but the best, and Bombardier remains committed to exceeding those expectations through relentless pursuit of excellence. Martel described the new facility as a reaffirmation of Bombardier's determination to lead the industry in innovation and customer satisfaction. The Innovation and Design Centre is equipped with advanced tools and specialised spaces, including full-scale mock-ups and prototype environments. These capabilities will allow teams to experiment, develop, and rapidly iterate new ideas while ensuring each innovation can be reliably integrated into Bombardier's production lines. Previous successes, such as the clean-sheet interior of the Global 7500 and the redesigned Challenger 3500 cabin, both honoured with Red Dot Awards, highlight the calibre of work the company aims to expand with this initiative. Ultimately, the centre represents a strategic investment in Bombardier's ability to remain at the forefront of design and technological evolution in business aviation, delivering future-ready experiences tailored to the most discerning global clientele.



Official inauguration of Bombardier's Innovation and Design Centre *© Bombardier*

INDUSTRY PEOPLE


Markus Hahner

• Deutsche Aircraft has announced the appointment of **Markus Hahner** as its new Sales Director for multi-role aircraft, a strategic move aimed at strengthening its position in the defence and security aviation sector. Hahner brings a wealth of experience in international business development, defence procurement, and unmanned aerial systems. He joins Deutsche Aircraft from Leonardo Germany, where he played a senior role in business development from 2017 onwards. His tenure there was marked by the successful negotiation of several significant defence contracts, including a notable €100 million (US$117 million) multinational project. His ability to navigate the complexities of defence procurement and forge lasting relationships with stakeholders across the German Ministry of Defence and allied international partners has been key to his success. Before his time at Leonardo, Hahner held leadership and consultancy roles within the German MoD's internal advisory structure and at Germany's first drone company serving the German Armed Forces. In these roles, he contributed to advancements in unmanned systems and helped streamline defence processes—demonstrating a keen understanding of both innovation and operational efficiency in the military sphere. Adding to his credentials, Hahner also serves as a Lieutenant Colonel (Reserve) in the German Air Force, underlining his enduring commitment to national defence, NATO alliances, and strategic leadership. His dual background in industry and active service positions him as a valuable asset to Deutsche Aircraft as the company expands its capabilities in multi-role aviation platforms. This appointment underscores Deutsche Aircraft's intention to grow within the defence sector, leveraging expert leadership to align product offerings with emerging security needs across Europe and beyond.

• Following a pivotal year of leadership as interim CEO, **Maciej Wilk** has officially been appointed Chief Executive Officer of Flair Airlines. The announcement comes after a period marked by operational challenges, strategic transformation, and renewed focus on performance, during which Wilk earned the trust and confidence of the airline's board and leadership team. Jim Young, Chair of Flair Airlines' Board, explained that while the company had explored external options, it became clear the ideal candidate was already in place. He noted that Wilk had successfully guided the airline through weather-related disruptions, organisational restructuring, and broader economic pressures. Throughout, he remained focused on enhancing reliability, affordability, and operational performance. Over the past year, Wilk spearheaded key initiatives, including the launch of Canada's first on-time guarantee (OTG) and the introduction of Flair FWD, a transformation programme aimed at reshaping the customer experience. Under his stewardship, Flair cemented its position as Canada's most reliable airline and played an influential role in the federal Competition Bureau's Airline Market Study, advocating for fairer, more competitive air travel in Canada.


Maciej Wilk


Lars Wagner

• Airbus has announced that **Lars Wagner**, currently Chief Executive Officer of MTU Aero Engines AG, will succeed Christian Scherer as CEO of its Commercial Aircraft business, effective January 1, 2026. Wagner will also join the Airbus Executive Committee as part of this transition. To ensure continuity and a seamless handover, Wagner will join Airbus in November 2025, two months ahead of officially taking over the role. Until the end of 2025, **Christian Scherer** will continue to lead the Commercial Aircraft business, concluding an impressive career of more than 40 years at Airbus, during which he held numerous senior leadership positions. Wagner brings extensive experience in the aerospace sector. Since January 2023, he has served as CEO of MTU Aero Engines AG, based in Munich. His career at MTU began in 2015, where he held prominent positions including Chief Operating Officer and Executive Vice President responsible for Original Equipment Manufacturer (OEM) operations. Prior to his tenure at MTU, Wagner held several management roles at Airbus, working at key sites in Bremen, Hamburg and Toulouse. Academically, Wagner holds a degree in mechanical and aeronautical engineering, alongside an MBA, equipping him with a strong technical and strategic foundation for his future role. His appointment marks a return to Airbus and signals a new chapter for the company's Commercial Aircraft division, as it navigates the challenges and opportunities of an evolving global aviation market. Wagner's experience in both engine manufacturing and aircraft production is expected to bring valuable perspective to Airbus' leadership team.

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Commercial Jet Aircraft

Aircraft Type	Company	Engine	MSN	Year	Available	Sale / Lease	Contact	Email	Phone
B737-400F	Royal Aero	CFM56-3C1	29204		Now	Sale/Lease/Ex	Gary MacLeod	gary@royalaero.com	+44 (0)1357 521144
B737-800 SF	GA Telesis		27988	2000	Now	Sale / Lease		aircraft@gatelesis.com	
B737-800 SF	GA Telesis		33814	2004	Now	Sale / Lease		aircraft@gatelesis.com	
B777-300ER	BBAM	GE90-115BL	39237	2013	Now	Sale / Lease	Steve Zissis	info@bbam.com	+1 787 665 7039

Regional Jet / Turboprop Aircraft

Aircraft Type	Company	Engine	MSN	Year	Available	Sale / Lease	Contact	Email	Phone
SAAB 2000	Jetstream Aviation Capital	AE2100A	031	1996	Now	Sale / Lease	Donald Kamenz	dkamenz@jetstreamavcap.com	+1 (305) 447-1920 x 115
SAAB 340B CRG	Jetstream Aviation Capital	CT7-9B	224	1990	Now	Lease	Bill Jones	bjones@jetstreamavcap.com	+1 (305) 447-1920 x 102
SAAB 340B Plus	Jetstream Aviation Capital	CT7-9B	450	1998	Now	Lease	Bill Jones	bjones@jetstreamavcap.com	+1 (305) 447-1920 x 102

Commercial Engines

AE3007 Engines	Sale / Lease	Company	Contact	Email	Phone
(8) AE3007A1	Now - Sale	Newcastle Aviation	Steve Hendrickson	steveh@newcastleaviation.com	952-223-0317
CF34 Engines	**Sale / Lease**	**Company**	**Contact**	**Email**	**Phone**
(1) CF34-10E	Now - Sale	Lufthansa Technik AERO Alzey	Johannes Otto	johannes.otto@lhaero.com	+49-151-589-39560
(2) CF34-10E	Now - Lease				
(1) CF34-8C5	Now - Sale / Lease	ASI Aero	Dave Silvers	daves@asiaero.net	+561.931.6650
(1) CF34-10E6	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(1) CF34-10E5	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
(2) CF34-3A	Now - Sale	GNS	Shlomi Levi	shlomi@g-n-solutions.com	+972-52 850 8511
(1) CF34-10E5A1	Now - Lease	DASI	Joe Hutchings	joe.hutchings@dasi.com	+ 1 954-478-7195

Commercial Engines

CFM Engines	Sale / Lease	Company	Contact	Email	Phone
(3) CFM56-5C4	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(1) CFM56-5B4/P	Now - Lease				
(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				
(2) CFM56-5B3/3	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
(1) CFM56-5B5/P	Now - Lease				
(1) CFM56-7B26E	Now - Lease				
(1) CFM56-5B4/3	Now - Lease				
(1) CFM56-7B22E	Now - Lease				
GE90 Engines	**Sale / Lease**	**Company**	**Contact**	**Email**	**Phone**
(2) GE90-94B	Now - Sale	BBAM	Steve Zissis	info@bbam.com	+1 787 665 7039
LEAP Engines	**Sale / Lease**	**Company**	**Contact**	**Email**	**Phone**
(1) LEAP-1B28	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(1) LEAP-1B25	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717

Commercial Engines

PW Small Engines	Sale / Lease	Company	Contact	Email	Phone
(1) PW150A	Oct 2024 - Lease	Lufthansa Technik AERO Alzey	Johannes Otto	johannes.otto@lhaero.com	+49-151-589-39560
(2) PW150A	Now - Sale/Lease/Exch.	Willis Lease	David Desaulniers	leasing@willislease.com	+1 (561) 349-8950
(1) PW127M	Now - Sale/Lease/Exch.				
PW1000 Engines	**Sale / Lease**	**Company**	**Contact**	**Email**	**Phone**
(2) PW1127G	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
Trent Engines	**Sale / Lease**	**Company**	**Contact**	**Email**	**Phone**
(2) Trent 772B-60	Now - Sale/Lease/Exch.	Rolls-Royce & Partners Finance	RRPF Marketing	RRPFMarketing@rolls-royce.com	+44 7528975877
(1) Trent XWB-84	Now - Sale/Lease/Exch.				
(1) Trent 556-61	Now - Sale/Lease/Exch.				
V2500 Engines	**Sale / Lease**	**Company**	**Contact**	**Email**	**Phone**
(1) V2527-A5	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
(1) V2530-A5	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950

Aircraft and Engine Parts, Components and Misc. Equipment

Description		Company	Contact	Email	Phone
(2) GTCP331-200ER, (2) GTCP131-9A,	Now - Sale	Setna IO	David Chaimovitz	david@setnaio.com	+1-312-549-4459
(1) GTCP131-9B					
(1) A321 Enhanced Landing Gear 2020 OH					
(4) APU EMB145LR, Model: 4504113A	Now - Sale	Newcastle Aviation	Steve Hendrickson	steveh@newcastleaviation.com	952-223-0317
(3) CFM56-7B Engine Stands	Now - Sale	KMS Aero Investments	Sharon Brady	enginestands@kmsaeroinvest.com	+353 0868161287
(4) EMB145 LG Shipsets	Now - Sale	Newcastle Aviation	Steve Hendrickson	steveh@newcastleaviation.com	952-223-0317
(1) GTCP36-150	Now - Sale	GNS	Shlomi Levi	shlomi@g-n-solutions.com	+972-52 850 8511
(3) A340 LG Shipset, (1) B777 LG Shipset (4) B737 LG Shipset,		GA Telesis		landinggearsales@gatelesis.com	
(10) A320 LG Shipset, (2) B757 LG Shipset					
GTCP131-9A (2), GTCP131-9B(2)	Now - Lease	REVIMA APU	Olivier Hy	olivier.hy@revima-apu.com	+33(0)235563515
(1) GTCP331-200, (1) GTCP331-250	Now - Lease				
APS500C14(3), APS1000C12(2), APS2000	Now - Lease				
APS2300, APS3200(2), APS5000(2)	Now - Lease				
PW901A(4), PW901C(2)	Now - Sale / Lease				
TSCP700-4E	Now - Sale				
(7) 131-9A, (2) 131-9B (Max compliant), (1) APS3200, (3) 331-500, (1) APS2300		GA Telesis		apu@gatelesis.com	+1-954-849-3509
(4) 131-9B, (2) APS3200 "C", (1) 85-129H, (1) 331-350, (3) 331-200					
Engine stands: CF6-80C2, CFM56-3, CFM56-5A/B/C, PW4000				stands@gatelesis.com	+1-954-676-3111
(2) APU GTC131-9B	Now - Sale / Lease	Willis Lease	Gavin Connolly	gconnolly@willislease.com	+44 1656 765 256
Engine stands now available	Now - Lease				