

Aviation UPDATE

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*Dr. Sanjay Kumar (h.c.)
India's helicopter & UAM
infrastructure pioneer*

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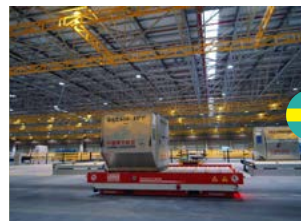
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B. KARTIKEYA

India at the Crossroads: Space, Vertical Flight, and Global Aerospace Momentum

The April 2026 edition of Aviation Update captures an industry firing on all cylinders—defence, space, MRO, cargo, and business aviation. Two Indian voices frame the national opportunity.

Lt Gen AK Bhatt (Retd), Director General of the Indian Space Association, argues that private space firms must prioritize reusable rockets, on-orbit refueling, miniaturized sensors, and responsive launch capabilities within 3–5 years. With the SBS-3 programme and 75 Defence Space challenges already rolling, he calls for assured orders and collaborative R&D to bridge the gap between policy and operational readiness.

Prof. Dr. Sanjay Kumar—whose Pawan Hans legacy includes India's first integrated heliport at Rohini, first seaplane services in the Andamans, and UDAN helicopter connectivity to Kedarnath and Vaishno Devi—offers a visionary roadmap through VertiNet 2040. As eVTOL trials approach in Delhi, Mumbai, and Pune, he argues for retrofitting existing heliport infrastructure rather than building from scratch—and warns that India must produce aviation managers and digital operations specialists, not just pilots.

Beyond these interviews, global defence accelerates: Thales launches AI-powered Expeditionary PathMaster for mine countermeasures; Rolls-Royce Power Systems secures a major Puma infantry vehicle contract; Lockheed Martin opens its Rapid Fielding Center; Northrop Grumman prototypes Sentinel ICBM silos; HawkEye 360 launches Cluster 14 satellites; Leonardo DRS introduces THOR edge computing; BAE Systems upgrades the U-2's defensive suite; and HENSOLDT signs a 900,000-unit GaN semiconductor deal.

In MRO and engines, Pratt & Whitney secures a \$6.6 billion F135 contract; Lufthansa Technik completes its 1,000th GTF overhaul; GA Telesis wins Garuda Indonesia's CFM56-7B business; and Embraer advances KC-390 MRO cooperation in Poland.

Cargo sees Atlas Air order 20 A350F freighters; Boeing joins wings to fuselage on the first 777-8 Freighter; Emirates SkyCargo adds India frequencies; and Lufthansa Cargo deploys IoT ULD tracking. Business aviation delivers Bombardier Global 8000 to NetJets, Gulfstream its 200th G600, Dassault the Falcon 10X, and Bell luxury interiors for the 429.

India stands at an inflection point. The interviews provide direction. The global news provides context. The runway is ready.

Kartikeya B.

Amelia and Thales Announce Successful Large-Scale Deployment of Their Contrail-Avoidance Project



Airline Amelia and Thales have announced the successful large-scale deployment of their contrail-avoidance solution, which optimizes flight plans by modifying aircraft altitude to prevent the formation of condensation trails (contrails). The initiative, launched in 2024 on flights between Paris and Valladolid, Spain, was deployed across all eligible Amelia flights in 2025.

According to climate-impact models, the project avoided more than 2,000 tonnes of CO₂-equivalent emissions during 2025, reducing the average climate impact per flight by around 70%. This was achieved by modifying only 59 flights out of more than 6,400 operated, with additional fuel consumption kept below 0.1% of the annual total for affected flights.

"By targeting high-impact flights, we remove the barrier of scientific uncertainty about the magnitude of the phenomenon and focus on immediate action," said Adrien Chabot, Director of Sustainability at Amelia.

The solution focuses on "big hits" – rare flights where atmospheric conditions favour persistent contrails with strong warming potential. The results were verified by scientific start-up Klima, with spot checks using ground-based cameras.

"This success is part of Thales' strategy: harnessing technology to accelerate the transition towards more sustainable and responsible aviation," said Yannick Assouad, Executive Vice President, Avionics at Thales. Amelia will continue deploying these solutions in 2026.

Undisclosed Asia-Pacific Carrier Signs Purchase Agreement for Three Refurbished De Havilland Canada Dash 8-400 Aircraft



De Havilland Aircraft of Canada has announced that an undisclosed Asia-Pacific carrier has signed a purchase agreement for three refurbished Dash 8-400 aircraft.

The aircraft will undergo comprehensive refurbishment to meet high standards of reliability, passenger comfort, and operational efficiency. They will support the airline's network development and fleet strategy, joining its existing Dash 8-400 fleet. Deliveries are scheduled through 2027 and 2028.

This agreement highlights demand for the Dash 8-400 across the Asia-Pacific region, where its speed, efficiency, and flexibility allow airlines to connect urban hubs and regional destinations while maintaining strong operating performance.

"We're proud to support our customer's continued fleet enhancement with these refurbished Dash 8-400s, which will offer a refreshed passenger experience and increased seating capacity, thereby offering increased revenue opportunities," said Ryan DeBrusk, Vice President of Sales and Marketing for De Havilland Canada.

Renowned for turboprop efficiency and jet-like performance, the Dash 8-400's short takeoff and landing capability enables operations at airports with shorter runways, high temperatures, and complex terrain—conditions often encountered across the Asia-Pacific region. The refurbished aircraft program combines upgraded cabin

interiors and modernized systems with proven durability.

Honeywell, Boeing and University of Reading to Advance Aircraft-Based Sensing for Contrails



Honeywell is collaborating with Boeing and the University of Reading on a project funded by the UK's Aerospace Technology Institute (ATI) Programme to develop an aircraft-based prototype sensor. The project, named Project MIST, aims to improve understanding and mitigation of the climate impacts of contrails—ice crystal clouds formed when hot engine exhaust mixes with cold air.

Honeywell will lead sensor hardware integration and systems engineering, leveraging its UK facilities. Boeing will contribute aircraft integration, test expertise, and knowledge of contrail mitigation. The University of Reading will provide contrail modelling and climate analysis.

"There is a clear need across the aviation ecosystem for more accurate, high-frequency atmospheric data collected in flight," said Anthony Florian, President of Honeywell Aerospace for Europe, Middle East, Africa & India.

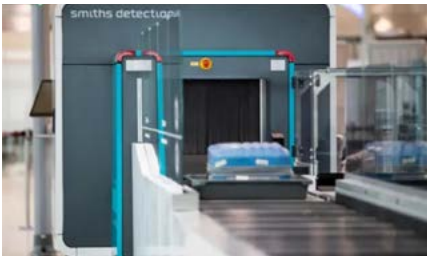
Current humidity sensors have limited capabilities, creating data gaps that affect contrail forecasting. The project will develop a prototype humidity sensor to help validate weather models and support contrail-avoidance strategies.

"Our aircraft already serve as meteorological platforms," said Dr. Tia Benson Tolle, Boeing's Director of

Product Development Sustainability. “We are excited to work on a new water vapor sensor capability, as humidity observations are essential to improve weather and contrail forecasting.”

The collaboration aligns with the ATI’s Non-CO2 Technologies Roadmap and the UK’s Jet Zero goal. Honeywell will lead the project from its Yeovil facility.

Smiths Detection Celebrates Sale of Its 2,000th HI-SCAN 6040 CTiX 3D X-ray Scanner



Smiths Detection has announced the sale of its 2,000th HI-SCAN 6040 CTiX, an industry-leading 3D X-ray scanner featuring high-resolution computed tomography images and AI-driven automatic detection capabilities.

The scanner is deployed at more than 100 airports across Europe, Asia-Pacific, the Middle East, and the Americas. Operational experience has shown consistent benefits, including fewer false alarms for faster, more reliable screening. In eligible locations, passengers no longer need to remove laptops or liquids from their bags, helping to reduce congestion at security checkpoints.

“The sale of our 2,000th HI-SCAN 6040 CTiX is a powerful endorsement of the trust airports around the world place in Smiths Detection,” said Matt Clark, VP Commercial at Smiths Detection. “Our technology is helping airports improve passenger flow, strengthen security outcomes, and stay ahead of evolving threats through intelligent, AI-enabled screening solutions.”

With thousands of systems installed worldwide, the HI-SCAN 6040 CTiX has become a global benchmark for

aviation security screening. Backed by an industry-leading training and aftercare programme, it is designed to meet the demands of today’s airports and adapt to those of tomorrow.

Launch of European Clean Aviation TAKE OFF Project Led by Safran and Partners



The TAKE OFF project, funded under the European Union’s Clean Aviation research programme, has officially begun. Led by Safran Aircraft Engines, the consortium includes 25 partners such as Airbus, Avio Aero, and GKN Aerospace, along with top universities and research centres.

The project has received €100 million in funding to prepare for the first flight demonstration of an Open Fan engine architecture by the end of the decade. Building on previous Clean Aviation work, the goal is to achieve a 20% improvement in fuel efficiency for next-generation engines starting from the mid-2030s.

“TAKE OFF embodies the European Union and aerospace industry’s shared ambition to make aviation more sustainable,” said Pierre Cottenceau, Vice President of Engineering, Research & Technology at Safran Aircraft Engines. The project covers every stage from engine assembly and aircraft integration to flight clearance and post-flight analysis. It will culminate in a flight demonstration using an Airbus A380, targeting technological maturity for a pre-development configuration. These efforts will be coordinated with

the COMPANION project led by Airbus. María Calvo, Head of Unit Project Management at Clean Aviation, noted that TAKE OFF must demonstrate the viability of the Open Fan concept at a higher maturity level in line with a planned 2029 flight test campaign.

De Havilland Canada Provides Production Update on DHC-515 Firefighting Aircraft



De Havilland Aircraft of Canada Limited has shared a new update on the production of its De Havilland Canadair 515 (DHC-515) amphibious firefighting aircraft, which is currently being built at its Canadian manufacturing facilities. The company is producing 22 aircraft for European customers, including Croatia, Spain, Italy, Greece, Portugal, and France. Additionally, it has recently signed contracts with the Canadian provinces of Manitoba, Ontario, and Alberta. These orders highlight strong demand for what De Havilland describes as the world’s only purpose-built amphibious firefighting aircraft. Production is advancing on the first DHC-515. Structures are being assembled, with the cockpit and hull recently joined on the Calgary aerostructure assembly line to form the forward fuselage. The company has also completed assembly of the first DHC-515 wing box, an impressive 28.6-meter-long structure.

To showcase its progress, De Havilland Canada released a new video highlighting manufacturing and assembly activities across its facilities. The footage features key assembly milestones and the skilled teams driving production forward.

THALES LAUNCHES EXPEDITIONARY PATHMASTER WITH AI FOR MINE COUNTERMEASURES MISSIONS



Thales has launched Expeditionary PathMaster, a proven-at-sea system boosted by artificial intelligence, enabling naval forces to conduct full mine countermeasures missions anywhere in the world. Based on an innovative expeditionary portable operations centre (e-POC), the solution integrates manned and unmanned assets, including third-party platforms such as Autonomous Unmanned Vessels, Remote Operated Vehicles, and conventional mine hunters. It can be operated from shore, a RIB, a mine hunting ship, or any platform.

Thales has delivered autonomous, cyber-secure drone systems to the French Navy, the UK Royal Navy, and has also been selected by the Republic of Singapore Navy. The new system processes sonar data up to four times faster than conventional tools, achieving 99% exact classification. The Mi-Map sonar analysis application uses AI to locate underwater mines with greater precision, while the M-Cube mission management system harnesses AI to manage multiple parallel sonar analysis sessions.

As seas become increasingly contested, mine countermeasures are critical for sovereignty and safety of critical infrastructures and sea lines of communication. Sébastien Guérémy, Vice President of Underwater Systems at Thales, stated, "Expeditionary PathMaster is a turnkey game-changer: modular, scalable, and powered by artificial intelligence. We're bringing navies the digital transformation and dronisation that give them the decisive edge - today and tomorrow." Thales has already successfully demonstrated the system's capabilities with the Lithuanian navy. Expeditionary PathMaster is available and ready for use today.

Keywords: Thales, Expeditionary PathMaster, mine countermeasures, artificial intelligence, naval forces, sonar data processing, autonomous drone systems, expeditionary portable operations centre, underwater mine detection, Mi-Map sonar analysis

ROLLS-ROYCE POWER SYSTEMS SECURES MAJOR DEFENCE CONTRACT FOR PUMA POWERPACKS



Rolls-Royce Power Systems has secured one of the largest defence contracts in its history, comprising around 200 new mtu PowerPacks featuring the 10V 890 engine for the Bundeswehr's Puma infantry fighting vehicle. The order reinforces the company's role as a reliable technology partner to the German Armed Forces, with deliveries scheduled to begin in 2028.

The mtu PowerPack brings together everything that powers the Puma: a highly compact ten-cylinder engine delivering 800 kilowatts of power with an 11-litre displacement, new power electronics, an optimised cooling system, and the RENK HSWL 256 gearbox. A new coarse dust blower reliably removes sand and fine particles from the airflow, providing a decisive advantage in desert regions and rough terrain. Technical advancements ensure the propulsion system operates reliably under the most demanding conditions.

Dr Jörg Stratmann, CEO of Rolls-Royce Power Systems AG, stated, "This order sends a strong signal of confidence in our technology and our industrial capabilities. It marks another important milestone for Rolls-Royce Power Systems and underlines our role as a reliable partner to the German Armed Forces." Knut Müller, Senior Vice President for Government Business, added, "The Puma's powerpack is unique in its compactness and power density - effectively the Formula 1 engine of tank propulsion systems. With the new powerpacks, we are making a significant contribution to the Bundeswehr's operational readiness and modernisation."

The Puma is the Bundeswehr's most advanced infantry fighting vehicle, combining high protection levels, modern sensor technology, and excellent manoeuvrability. The mtu PowerPack weighs around 3.5 tonnes - just one-tenth of the total vehicle weight of up to 45 tonnes. Rolls-Royce Power Systems is further expanding production capacity with new production lines, additional skilled staff, and modern facilities to meet growing defence sector demand.

Keywords: Rolls-Royce Power Systems, mtu PowerPacks, Puma infantry fighting vehicle, Bundeswehr, 10V 890 engine, German Armed Forces, armoured vehicle propulsion, defence contract, military modernisation, RENK gearbox

*From a
One-Room
School
to Shaping
India's Skies*

Aviation Update Editor Kartikeya in conversation with

Prof. Dr. Sanjay Kumar (h.c.)

India's Helicopter & UAM Infrastructure Pioneer

Professor & Chair Head — Aviation Management, Graphic Era Deemed to be University

Q You pioneered India's first integrated heliport at Rohini, Delhi, and launched the country's earliest seaplane services in the Andaman & Nicobar Islands. What made these "impossible" firsts work?

A The Rohini Heliport was more than infrastructure — it proved India could build world-class vertical-lift facilities within a metropolitan environment, integrating ATC, passenger handling, and night operations under one regulatory framework. Before Rohini, helicopter operations in cities were fragmented across temporary sites. We created a replicable blueprint that now informs the global vertiport design discourse.

The Andaman seaplanes solved last-mile connectivity where runways were impractical. We demonstrated amphibious aviation is not a novelty but critical national infrastructure. Union Budget 2026's seaplane VGF scheme, Maharashtra's multi-route revival, and UDAN 5.5's bids for 50+ water bodies — the seeds we planted are bearing fruit at national scale.

Q India remains the only major economy where



Launching RCS helicopter flights in Assam under UDAN — during India's G20 Presidency, 2023

civilian helicopter operations are significantly underserved. What structural reforms are needed?

A During 29 years at Pawan Hans — including as ED and Officiating CMD (as assigned) — I witnessed fixed-wing regulations applied unchanged to rotary-wing, stifling growth. Three shifts are needed: a dedicated regulatory sub-framework with lower altitude corridors, simplified heliport approvals; acceleration of the USD 4 billion heliport infrastructure pipeline; and HEMS operationalised at scale.

The Tata-Airbus H125 assembly line and HAL's Dhruv NG signal manufacturing alignment — policy must now match.

Q How do you see heli-tourism evolving beyond pilgrimage into a mainstream mobility segment?

A Heli-pilgrimage at Kedarnath and Vaishno Devi proved helicopters are essential mobility tools, not luxury vehicles. Heritage Aviation has since signed for an additional H130 at Wings India 2026. The future lies in scaling beyond pilgrimage to broader heli-tourism — Himalayan adventure corridors, Northeast cultural circuits,

"India remains the only major economy where civilian helicopter operations are significantly underserved relative to its geography and economic scale." — Prof. Dr. Sanjay Kumar (h.c.)

coastal heritage routes — eventually integrating with the eVTOL network. Through my HO-GEM research framework on GST rationalisation and helicopter operations, I advocate reduced and rationalised taxation to make heli-tourism viable for middle-income travellers, not just premium segments.

Q With eVTOL air taxi trials planned for Delhi, Mumbai, and Pune, and DGCA issuing vertiport guidelines, how prepared is India for the Advanced Air Mobility revolution? What role does your AHDTCOA framework play?

A India's AAM trajectory is promising but demands realistic assessment. DGCA's vertiport design advisory, eVTOL airworthiness guidance, and India's ICAO submission represent genuine regulatory groundwork. Sarla Aviation, The ePlane Company, and the InterGlobe-Archer partnership are driving commercialisation. But regulation alone doesn't build ecosystems — we need infrastructure, airspace integration, and a trained workforce.

My AHDTCOA framework, presented at Springer-indexed conferences, proposes retrofitting existing heliports for eVTOL operations using digital twin technology. I have also proposed a Centre of Excellence in Advanced Air Mobility and Aviation Digital Twins. India must not treat AAM as a greenfield exercise when it has a brownfield advantage in existing helicopter infrastructure — 28+ years of operational data that no other emerging AAM nation possesses.

Q India's seaplane ambitions have had a turbulent history — from the Andaman launches to the Gujarat Kevadia service that was eventually discontinued. What needs to change for seaplane operations to become commercially sustainable in India?

A Having launched India's earliest seaplane operations in the Andamans, I can say from experience: the aircraft and the demand were never the problem — the ecosystem was. Multiple agencies — port authorities, DGCA, state governments, environmental clearance bodies — all exercise jurisdiction, and their requirements are often uncoordinated.

The DGCA's revised guidelines — eliminating waterdrome

licence requirements, simplifying pilot certification, and allowing non-scheduled operators — are significant reforms. Budget 2026's seaplane VGF scheme and manufacturing incentives provide the strongest fiscal signal yet. But sustainability depends on route network density: single routes cannot sustain operations — you need interconnected networks, as Maharashtra is now planning. India's 7,500 kilometres of coastline and vast riverine systems represent an unparalleled opportunity. We must build seaplanes into the national connectivity architecture.

Q You have developed 11 original research frameworks. How does this body of work position India globally?

A Most global AAM research is concentrated in the US, EU, and East Asia. India's contribution on vertical mobility infrastructure has been largely limited in peer-reviewed scholarship. These 11 frameworks — spanning digital twins, AI-driven site selection, GST policy reform, ecosystem readiness indices, and national vertiport network design — represent a practitioner-led research programme that aims to address that gap and position India as an active contributor to this global discourse.

VertiNet 2040 envisions a unified national vertical mobility network. HeliNet-AI proposes deep reinforcement learning for heliport placement. The UAM Ecosystem Readiness Index (UAM-ERI) offers a structured tool for city-level readiness assessment across regulatory, infrastructure, technology, and social acceptance dimensions. These conceptual frameworks are grounded in 29 years of operational command and are being progressively introduced into scholarly discourse — through conference presentations, preprints, and journal submissions at various stages of peer review. Robust frameworks in emerging domains are built and validated iteratively, and this body of work is designed to invite exactly that scrutiny and refinement from the wider research community.

"India must not treat Advanced Air Mobility as a greenfield exercise when it has a brownfield advantage in existing helicopter infrastructure — 28+ years of operational data that no other emerging AAM nation possesses." — Prof. Dr. Sanjay Kumar (h.c.)

Through aviation infrastructure consultancy, these principles are being applied in practical heliport engagements — bridging theoretical constructs with ground-level implementation. Proprietary innovations focused on heliport operational convenience, safety, and reliability are also under development — areas where India currently lacks adequate indigenous solutions. The larger goal is not a finished canon, but a living research agenda that grows with the sector and invites collaboration from institutions, industry, and policymakers alike.

Q Your career spans 36+ years of industry leadership and now academia. How has the transition shaped your mission, and what legacy do you see yourself building as a practitioner-turned-professor?

A The transition from a corner office to a university classroom was not a retirement — it was a strategic pivot. India's aviation infrastructure ambitions — UDAN, AAM, seaplanes, heliports — will remain blueprints unless we build the human capital to execute them. That realisation drives everything I pursue today.

My academic mission rests on three pillars.

01 · Practitioner-led research

Aviation scholarship here is not drawn from textbooks alone — it is anchored in 29 years of operational command, policy-level decision-making, and infrastructure creation across India's most challenging terrains. The original frameworks developed in this body of work are rooted in real operational challenges encountered on the ground, translated into peer-reviewed scholarship that practitioners and policymakers can actually use.

02 · Mentoring the next generation

A strong academic ecosystem — of universities, research platforms, and institutional encouragement — makes it possible for young scholars to co-author and present original work at national and international conferences, on topics ranging from GST reform in aviation to governance frameworks for emerging mobility systems. Watching 21-year-old articulate complex interdisciplinary ideas at a podium gives the same deep satisfaction as witnessing India's first integrated heliport lift its inaugural flight.

03 · Bridging industry and academia

Supported by institutional frameworks that champion real-world linkages, graduates from aviation management programmes are finding placements with diverse aviation operators and service providers across the industry. Courses such as Marketing Analytics now integrate data-driven decision-making with live industry case studies — because the aviation manager of 2035 must be as fluent in Python and predictive analytics as in airside operations.

“We must produce aviation managers, digital operations specialists, and infrastructure planners — not just pilots and engineers. Boeing projects 141,000 new aviation jobs in India and South Asia by 2044. The question is: who will prepare this workforce?”

— Prof. Dr. Sanjay Kumar (h.c.)

At Graphic Era Deemed to be University — NAAC A+ accredited and ranked 48th in India by NIRF — the institutional environment creates the privilege of shaping an entirely new generation of aviation professionals who graduate with working knowledge of digital twins, AI-driven operations, and infrastructure planning. The mission is clear: bridge three decades of industry experience with academic innovation, and give young professionals the platforms and preparation they deserve — platforms made possible by universities, research ecosystems, and communities of support that many have built, together, over many years.

Q As someone who has shaped India's aviation landscape from UDAN to heliports to seaplanes, what is your vision for India's aviation mobility roadmap by 2035?

A By 2035, I envision India operating a truly multimodal aviation mobility ecosystem where fixed-wing airlines, helicopters, seaplanes, eVTOLs, and cargo drones function as an integrated network. UDAN, now approaching a decade with over 650 routes and 93 airports including heliports and water aerodromes, has laid the foundation. The next phase requires three strategic shifts.

First, infrastructure convergence: heliports, vertiports, and water aerodromes planned as interconnected nodes rather than isolated facilities. Second, indigenous manufacturing: Tata-Airbus assembling H125 helicopters domestically, Budget 2026 seaplane incentives, and domestic eVTOL developers progressing toward certification collectively position India as a potential global hub for vertical-lift and amphibious aircraft. Third, human capital: Boeing projects 141,000 new aviation jobs in India and South Asia by 2044. We must produce aviation managers, digital operations specialists, and infrastructure planners — not just pilots and engineers. Practitioners must lead this transformation — India has the geography, the demand, and the policy momentum. What it needs is execution.

Prof. Dr. Sanjay Kumar (h.c.)

Professor & Chair Head — Aviation Management

Graphic Era Deemed to be University (NAAC A+, NIRF Rank 48), Dehradun

Forbes India 2026 Honouree | India Today 2026 Honouree — Aviation's Trailblazing Force

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“From a one-room school on bare ground to India's aviation boardrooms and global research forums — this is the power of purpose, persistence, and the belief that infrastructure is not just concrete and steel, but the foundation of national mobility and human aspiration.”

— Prof. Dr. Sanjay Kumar (h.c.)

RESEARCH & INTELLECTUAL CONTRIBUTIONS | 11 ORIGINAL FRAMEWORKS

AHDTCOA — Autonomous Heliport Digital Twin (Springer, AI4GreenWorld 2026) | HO-GEM — GST & Helicopter Ops Reform (ICSSR/ICGRSE 2026) | VertiNet 2040 — National Vertiport Network (IEEE SM'26, Dubai) | AviCPS-360 — Aviation Cyber-Physical Systems (ICDSA 2026, VIT Mauritius) | HeliNet-AI — DRL Heliport Site Selection (CIS 2026, NIT Warangal, Springer) | TVMF — Tourism Value Migration (ICMCER 2026, Bangkok, CPD/WoS) | UAM-ERI — Ecosystem Readiness Index (J. Air Transport Management) | ISVP — Intelligent Self-Monitoring Vertipad (Proprietary Innovation, Hardware)

11 Original Frameworks | 8+ Scopus/WoS Venues | IEEE | Springer | AIP | SSRN | TechRxiv | Proprietary Innovations Under Development

NORTHROP GRUMMAN AND USAF ACCELERATE SENTINEL LAUNCH SILO PROTOTYPING

Northrop Grumman and the U.S. Air Force are accelerating prototyping of the Sentinel intercontinental ballistic missile system's launch silo tube with a test of concept. The tube is the centerpiece of a new modular infrastructure design concept, developed with teammate Bechtel, which will enable future maintainability, drive down costs, and expedite fielding of 450 future Sentinel launch silos. The Sentinel program modernizes the ground-based leg of America's strategic nuclear triad, designed to remain viable through 2075.

Within three months of concept review by the Air Force, Northrop Grumman and Bechtel broke ground on a launch silo tube prototype. This will test and validate the structural design and construction approach, underscoring mission readiness to scale production. The new modular approach is expected to compress the multi-year silo-development timeline into a short window, reducing risk and accelerating fielding on the path to flight test. The design prioritizes maintainability, ensuring infrastructure incorporates the needs of airmen in the field while enhancing efficiency and reducing long-term costs.

Sarah Willoughby, vice president and



general manager of Strategic Deterrent Systems at Northrop Grumman, stated, "Sentinel is a national security priority and proving out the launch silo concept is critical to creating a repeatable approach that will accelerate deployment of a fully fielded Sentinel system." Mike Costas, Bechtel senior vice president, added, "The prototype missile silo builds the foundation needed for us to be successful in the field. It builds confidence in our execution plans, while mitigating risks to delivery."

Northrop Grumman has demonstrated

all propulsive elements of the Sentinel missile, including test firing stages one, two, and three, and completing a hot fire test of the post boost propulsion system. The team also completed the critical design review for the Sentinel Launch Support System, paving the way for system build, test, and qualification.

Keywords: Northrop Grumman, USAF, Sentinel ICBM, launch silo design, modular infrastructure, Bechtel, nuclear triad modernization, rapid prototyping, missile silo construction, strategic deterrence

HAWKEYE 360 SUCCESSFULLY LAUNCHES CLUSTER 14 SATELLITES ABOARD SPACEX FALCON 9

HawkEye 360, a global leader in electronic warfare data and analytics, has successfully launched its Cluster 14 satellites aboard SpaceX's Falcon 9 rocket as part of the Transporter-16 rideshare mission. The satellites were inserted into a sun-synchronous orbit (SSO) and are currently undergoing standard commissioning activities.

The addition of Cluster 14 expands HawkEye 360's space-based signals intelligence constellation and supports growing customer missions across defense, maritime, and national security applications. A sun-synchronous orbit enables consistent coverage patterns, supporting global monitoring of radio-frequency activity.

"Each new cluster helps us scale the constellation to meet increasing customer demand," said John Serafini, Chief Executive Officer of HawkEye 360. "Cluster 14 builds on the strong



technical foundation of our existing satellites while continuing to advance system performance and reliability."

Cluster 14 includes incremental improvements to onboard processing that help accelerate data processing timelines and improve the efficiency of the company's sensing and

analytics platform. HawkEye 360 satellites detect and geolocate radio frequency emissions from communications systems, navigation devices, and radar sources. Combined with proprietary signal processing and AI-powered analytics, the platform provides signals intelligence insights to government and allied customers.

"With each deployment, we continue strengthening the constellation while supporting evolving customer missions," said Todd Probert, Chief Operating Officer of HawkEye 360. "Cluster 14 reflects our continued focus on innovation and operational excellence as we expand the platform."

Keywords: HawkEye 360, Cluster 14 satellites, SpaceX Falcon 9, electronic warfare data, signals intelligence, sun-synchronous orbit, Transporter-16, radio frequency emissions, AI-powered analytics, space-based constellation

DIEHL DEFENCE AND ELBIT LAUNCH 122MM TRAINING ROCKET PRODUCTION IN GERMANY



Diehl Defence and Elbit Systems Land have successfully launched production of a new 122mm training rocket for the German Armed Forces. The rocket was fired multiple times from the MARS 3 rocket artillery launcher system (EuroPULS) at the Altengradow military training area before an international expert audience, including military personnel, procurement authorities, and high-ranking Ministry of Defence representatives.

The new training rocket features a spotting charge warhead with a novel propellant charge developed by Diehl Defence. This design makes the rocket impact visible through visual and acoustic effects—bang, flash, and smoke—without creating a fire hazard in the training area. Preliminary tests in Israel (2025), pre-firings in February 2026, and the official Altengradow firing have confirmed the rocket's aerodynamic design with low error angles.

This event marks the first firing of a German training rocket at Altengradow in over 30 years and signals the reconstruction of artillery rocket production at Diehl Defence. Gunnar Pappert, Senior Vice President Land Systems at Diehl Defence, called the successful launch a milestone, confirming full compatibility between the training rockets and the launcher system while opening new paths for German-made artillery technology.

Keywords: Diehl Defence, Elbit Systems Land, 122mm training rockets, MARS 3 launcher, German Armed Forces, artillery rocket production, spotting charge warhead, Altengradow, EuroPULS, military training ammunition

KONGSBERG AND SALT SHIP DESIGN WIN CONTRACT FOR NORWAY'S STANDARDISED VESSELS



The Norwegian Defence Material Agency (NDMA) has awarded Kongsberg Defence & Aerospace and Salt Ship Design a contract to develop a design concept for standardised vessels for the Norwegian Navy. The current fleet of more than 10 vessel classes will be reduced to a standardised fleet, streamlining operations, increasing operational flexibility, and extending service life.

A standardised fleet based on the companies' expertise will simplify maintenance, reduce costs, and ensure more efficient naval operations, according to Eirik Lie, President of Kongsberg Defence & Aerospace. Up to 28 new standardised vessels are planned. The Norwegian assignment also facilitates the establishment of an international class of standard vessels.

In January, the NDMA initiated a prequalification process for the design of these vessels. After just two months, KONGSBERG and SALT were selected as the winning team. "This marks an important step forward for KONGSBERG and the Norwegian defence and maritime industry," said Lie. "A standardised fleet based on KONGSBERG and SALT's expertise will simplify maintenance, reduce costs and ensure more efficient operations for the Navy."

Through its new office in Bergen, Salt Ship Design has strengthened its team. Torbjørn Bringedal, General Manager of Salt Ship Design Bergen, stated, "In collaboration with KONGSBERG we are establishing ourselves as a solid and trustworthy partner for the Norwegian Defence Material Agency locally and in the international naval market."

In March, KONGSBERG, SALT, and Ottawa-based Adaptive Marine Solutions Inc. won a contract for the design of the Canadian Coast Guard's new vessels, which will be built under Canada's national shipbuilding strategy. In the revised long-term plan for the defence sector announced on March 27, the Norwegian Government said deliveries of standardised vessels to the United Kingdom are part of the strategic agreement in connection with the Norwegian frigate procurement. Norwegian authorities have also entered into an agreement with Lithuania on the delivery of standardised vessels.

The Norwegian government stated its goal was to contribute to increased allied standardisation through closer and more binding cooperation with allies, while simultaneously strengthening its national maritime and defence industry.

Keywords: KONGSBERG, Salt Ship Design, Norwegian Navy, standardised vessels, NDMA, fleet standardisation, Norwegian Defence Material Agency, maritime defence industry, naval vessel design, allied standardisation

LOCKHEED MARTIN OPENS RAPID FIELDING CENTER TO SPEED DEFENSE INNOVATION

Lockheed Martin has launched its new Rapid Fielding Center, a state-of-the-art facility designed to accelerate the development, testing, and prototype production of next-generation defense systems for U.S. government customers.

The center integrates directly with the manufacturing floor, enabling real-time design feedback and faster iteration. What once took years of development can now be completed in months, drastically reducing time to market. Its modular layout allows quick reconfiguration, lowering costs and improving production efficiency before scaling to full-rate manufacturing.

Since President Trump's first term, Lockheed Martin has invested over \$7 billion to expand capacity for priority systems, including \$2 billion to speed munitions production. A further multi-billion-dollar investment over the next



three years will modernize more than 20 facilities across Arkansas, Alabama, Florida, Massachusetts, and Texas.

Company leaders emphasize that the center delivers agility, customer focus, and a decisive advantage for warfighters. By working closely with U.S. partners, Lockheed Martin aims to integrate emerging technologies and transition

solutions to full-rate production faster than ever before.

Keywords: Lockheed Martin, Rapid Fielding Center, defense innovation, prototype production, munitions production, U.S. government customers, manufacturing agility, Arsenal of Freedom, accelerated acquisition, warfighter technology

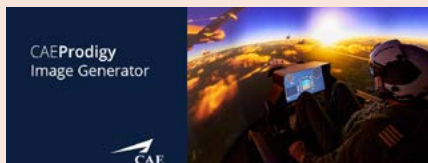
CAE DELIVERS WORLD-LEADING PRODIGY IMAGE GENERATOR ON CH-53GS AND EUROFIGHTER MILITARY FLIGHT SIMULATORS

CAE announced the successful delivery and acceptance of its latest Image Generator (IG), CAE Prodigy, on two advanced military platform simulators: the CH-53GS helicopter for the German Armed Forces and a Eurofighter device for the Austrian Armed Forces.

In late 2025, the German Armed Forces completed customer acceptance and qualification of CAE Prodigy as part of upgrades to their CH-53GS full-motion helicopter simulators. These updated simulators were successfully audited by the German Military Aviation Authority (LuFABw).

At the same time, CAE Prodigy was deployed on a Eurofighter fixed-wing device for the Austrian Armed Forces, demonstrating its adoption across diverse high-performance military training environments.

CAE Prodigy delivers a seamless transition between live and synthetic training environments. It enables crews to move naturally between both environments, blending them into a unified and immersive training experience. This approach enhances mission



readiness and brings unmatched training realism.

"With these successful deployments and rigorous qualifications by the German and Austrian authorities, CAE continues to advance the realism and effectiveness of training," said Emmanuel Levitte, Chief Technology Officer, CAE. "CAE Prodigy offers unprecedented visual realism that narrows the gap between virtual and real-world operations, making the transition from simulator to live platforms increasingly seamless, ultimately making the world safer."

For programs such as the CH-53GS for the German Armed Forces and the Eurofighter training device for the Austrian Armed Forces, CAE Prodigy provides highly realistic, scalable, and repeatable mission preparation. It allows aircrews to rehearse complex scenarios, integrate advanced synthetic threats, and

improve performance through measurable outcomes, while increasing safety, reducing cost, and strengthening operational effectiveness.

CAE Prodigy is a cornerstone of CAE's future-proofing initiatives to elevate training and mission rehearsal to the next level.

Following a highly successful product introduction in the civil aviation market, with more than 30 devices around the world qualified to FAA and EASA level D, CAE Prodigy's latest version is now enhancing CAE's Defense & Security simulation applications.

"We're proud to have achieved this important milestone, successfully deploying CAE Prodigy on both rotary and fixed-wing military platforms," said Thibaut Trancart, Vice President, Domestic Markets, CAE Defense & Security, Canada-International. "Acceptance by the German and Austrian Armed Forces reflects the strong cooperation between CAE, national authorities, and, importantly, the end users. We expect to see further deployments of CAE Prodigy on other military platforms, for both new and updated simulators."

HENSOLDT STRENGTHENS SUPPLY CHAIN FOR RADAR PRODUCTION WITH UMS SEMICONDUCTOR AGREEMENT



HENSOLDT has signed a long-term supply agreement with United Monolithic Semiconductors (UMS). By 2030, UMS will supply a total of 900,000 gallium nitride semiconductor components for HENSOLDT radars. The agreement strengthens supply chain resilience and supports the expansion of production capacity in light of the sharp rise in global demand for sensor solutions. Demand for high-performance sensor solutions is growing significantly worldwide, and HENSOLDT is systematically expanding its production capacities whilst simultaneously securing its supply chains.

The GaN semiconductors are used in the transmit and receive modules of modern HENSOLDT radar systems and enable particularly powerful high-frequency amplifiers. They make a decisive contribution to the range, precision, and energy efficiency of the systems. The semiconductor components are being developed and tested jointly by HENSOLDT and UMS. They will subsequently be installed in particular in the Spexer radar family, which is used worldwide for air defence and security applications. The long-term agreement supports the expansion of series production of modern radar systems. Christian Ladurner, CFO of HENSOLDT, stated, "Demand for high-performance sensor solutions is growing significantly worldwide. To ensure we can reliably supply our customers, we are systematically expanding our production capacities whilst simultaneously securing our supply chains. The long-term agreement with UMS is a key component of this strategy and supports the expansion of series production of modern radar systems, which are used worldwide for air defence and security applications."

Xavier Crosnier, CEO of UMS, added, "UMS and HENSOLDT are long-term partners in market introduction and production of innovative high frequency applications. Through this long-term agreement, we are pleased to contribute to HENSOLDT expansion of production capacities and strengthening of supply chain resilience with our GaN industrial capabilities."

The partnership ensures that HENSOLDT can reliably meet growing global demand for advanced radar systems while maintaining technological leadership in gallium nitride semiconductor integration for defence and security applications. Keywords: HENSOLDT, UMS, gallium nitride semiconductors, radar production, supply chain resilience, Spexer radar, GaN components, high-frequency amplifiers, air defence radar, sensor solutions

BAE TO MODERNIZE ADVANCED DEFENSIVE SYSTEM FOR USAF U-2 RECONNAISSANCE AIRCRAFT



BAE Systems has been awarded a contract by Robins Air Force Base in Georgia to support and sustain the AN/ALQ-221 Advanced Defensive System (ADS) for the U.S. Air Force's U-2 Dragon Lady surveillance and reconnaissance aircraft. Under the contract, BAE Systems will provide continuous field service support for the aircraft's electronic warfare (EW) system, complete repairs to maintain system availability, and provide software updates so it can detect and engage new threats.

The AN/ALQ-221 system provides integrated radar warning and electronic countermeasures that equip U-2 pilots with situational awareness and self-protection capabilities. The system includes long-range sensors and onboard processing, enabling the U-2 to operate in contested airspace and provide vital intelligence, surveillance, and reconnaissance information to decision-makers. The aircraft's unique, modular design and open avionics architecture allow BAE Systems to quickly develop, test, and field capabilities to support battlespace operations.

Tim Angulas, U-2 product area director at BAE Systems, stated, "The Advanced Defensive System for the U-2 is part of BAE Systems' long legacy in electronic warfare. Evolving, modernizing, and sustaining EW systems is in our DNA. Our efforts ensure they can operate effectively throughout their lifecycles."

BAE Systems has continuously matured and advanced the ADS during the system's 60-year lifespan, and it is an integral part of the U-2's modernization program. The company is a leader in electronic warfare, with decades of experience designing and manufacturing state-of-the-art systems that counter the world's most advanced threats. Its deep domain expertise, talented engineering workforce, and sophisticated manufacturing capabilities support its drive to deliver the EW systems of tomorrow that will dominate the electromagnetic spectrum.

The AN/ALQ-221 Advanced Defensive System is sustained by experts at BAE Systems' facility in Nashua, New Hampshire, and by dedicated field service representatives. Sustaining the U-2's defensive suite is part of BAE Systems' culture of EW excellence, ensuring the legendary Dragon Lady reconnaissance aircraft remains capable of operating effectively in contested airspace against evolving threats for years to come.

****Keywords:**** BAE Systems, U-2 Dragon Lady, AN/ALQ-221, Advanced Defensive System, electronic warfare, situational awareness, self-protection capabilities, reconnaissance aircraft, radar warning, electronic countermeasures

PBS AEROSPACE AWARDED USAF PRIME CONTRACT TO SUPPORT AFFORDABLE MASS MUNITIONS

PBS Aerospace, a member of the PBS GROUP and a leading manufacturer of precision-made turbojet engines for the modern battlefield, has been awarded a \$3 million prime contract with the U.S. Air Force through an Other Transaction Authority (OTA) mechanism. The contract supports efforts to provide reliable propulsion systems that meet the affordability targets and production demands of the Family of Affordable Mass Munitions (FAMM) and other active U.S. Air Force programs. This award represents PBS Aerospace's first publicly disclosed prime contract with the U.S. government, positioning the company as a direct industrial partner to the U.S. Air Force rather than simply a component provider in a larger supply chain.

As a prime contractor, PBS Aerospace holds contractual accountability for delivery and performance at the program level. The company's small turbojet engines power unmanned, attritable systems where scalability, affordability, and reliability are critical operational requirements. PBS Aerospace's Roswell, Georgia facility is actively scaling production to fulfill this contract and



existing commitments, reflecting a real and growing contribution to the U.S. defense industrial base. The Roswell facility was stood up in under a year, demonstrating the company's ability to move at the speed required by today's defense environment.

Petr Kádner, CEO of PBS GROUP, stated, "PBS GROUP's investment in U.S. defense manufacturing is what made this contract possible. Our focus on scalable, affordable propulsion positions PBS Aerospace to support the growing operational requirements of American and allied forces."

William Didden, Owner of PBS GROUP, added, "This prime contract is a direct result of our team's commitment to American defense manufacturing. It signals our intent to deepen

PBS Aerospace's role as a trusted, scalable partner within the U.S. defense industrial base."

Erin Durham, CEO of PBS Aerospace, said, "This contract is an important milestone for PBS Aerospace and a strong validation of the role we are building in the U.S. defense industrial base. It reflects the confidence the U.S. Air Force has placed in our team, our propulsion technology, and our ability to scale production in the United States to support mission-critical unmanned systems. We are building more than engines in Roswell, we are building responsive American manufacturing capacity for the Air Force's critical needs."

The contract reinforces PBS Aerospace's strategic role within the U.S. defense industrial base at a time when the Department of War is prioritizing domestic production capacity and speed-to-scale for unmanned systems.

****Keywords:**** PBS Aerospace, USAF prime contract, FAMM, affordable mass munitions, turbojet engines, OTA mechanism, unmanned systems, defense industrial base, propulsion technology, Roswell Georgia facility

AIRBUS STRENGTHENS SOVEREIGN CYBER SECURITY WITH ACQUISITION OF ULTRA CYBER IN THE UK

Airbus has entered into a definitive agreement with the Cobham Ultra group, a portfolio company of Advent, for the acquisition of Ultra Cyber Ltd. This strategic move reinforces Airbus' position as a trusted, sovereign partner for the UK and a key supplier to its allies, while strengthening its presence in the European cybersecurity landscape. The acquisition allows Airbus to enhance its end-to-end cyber portfolio, complementing the existing UK sovereign capabilities of its cyber business based in Newport, Wales.

With more than 200 employees in Ultra Cyber Ltd, primarily based in its state-of-the-art cyber centre of excellence in Maidenhead, Airbus is reinforcing its commitment to the UK as a core home nation and its active role in maintaining the UK's digital security. This acquisition will join the growing Cyber activities within Airbus Defence and Space's Connected Intelligence business unit and creates a scaled UK sovereign cyber champion. The acquisition also includes a specialised airborne datalinks capability that complements Airbus' military aircraft portfolio, helping to protect sensitive data seamlessly across both ground and airborne environments.

This investment is a cornerstone of Airbus' strategy



to become a leading European multi-sovereign cyber player and a key pillar of a European digital shield. This approach helps ensure that nations across the continent, as well as Five-Eyes and NATO partners, can rely on access to best-in-class technologies that are trusted and endorsed by the governments of the group's home nations. The move follows the successful acquisition of infodas in 2024, which strengthened Airbus' cybersecurity leadership in Germany and the EU for cross-domain solutions. Today, Airbus operates a truly pan-European cyber activity with employees across the UK, France, Germany, Spain, and Finland. Mike Schoellhorn, CEO of Airbus Defence and Space, stated, "This acquisition testifies to our long-term commitment to the UK as a core home market. By joining our expertise with Ultra Cyber's unique capabilities, we are acting as a long-term, trusted partner to the UK Ministry

of Defence. We are building the resilient, sovereign infrastructure required to help keep the UK and its allies ahead in the cyber domain." Shonnel Malani, Managing Partner at Advent and Chair of the Board at Ultra Electronics, said, "During what has been a time of major geopolitical tension and uncertainty, we are proud that the investments made in Ultra Cyber, under Advent's ownership, have supported efforts to help protect the country and its allies from electronic warfare, and contributed to strengthening the UK's sovereign capabilities."

Juliette Wilcox CMG, President of Ultra I&C UK Cyber, added, "This agreement marks an exciting next chapter for Ultra Cyber and a major step forward for the UK's sovereign cyber capability. Together, we will combine complementary strengths to help accelerate innovation, deepen R&D, and expand delivery of advanced cyber solutions in the UK and internationally." Closing of the transaction is subject to customary regulatory approvals and is expected in the second half of 2026.

****Keywords:**** Airbus, Ultra Cyber, sovereign cyber security, UK defence, cyber acquisition, digital shield, Airbus Defence and Space, cross-domain solutions, airborne datalinks, NATO cyber capabilities

LOCKHEED MARTIN AND WZL-1 PARTNER TO SUSTAIN POLISH ARMED FORCES' APACHE FLEET



Lockheed Martin has partnered with Wojskowe Zakłady Lotnicze Nr 1 S.A. (WZL-1), one of Europe's leading aerospace companies, to support the Polish Armed Forces' AH-64E Apache attack helicopter fleet. The Polish Ministry of National Defence signed a contract for the acquisition of 96 AH-64E Apache Guardian attack helicopters in 2024. Following a contract award for Generation 4 Target Acquisition Designation Sight/Pilot Night Vision Sensor (Gen 4 TADS/PNVS) systems, the partnership establishes a Special Repair Activity for Apache sensors.

WZL-1 will maintain and repair Gen 4 TADS/PNVS and LONGBOW® Fire Control Radar systems from a new facility in Łódź. Designed as a center for Apache Fire Control sensor sustainment, the new facility will combine Lockheed Martin's sustainment expertise with WZL-1's workforce and supply chain to shorten turnaround times and keep Polish Air Force aircraft operational, ensuring they can effectively engage targets and successfully complete their missions. The initiative marks another milestone in Lockheed Martin's commitment to supporting the Polish Armed Forces and strengthening the allied defense industrial base.

Localizing Apache sensor sustainment in Poland will help increase mission-capable rates by enabling faster repairs and upgrades, maximizing aircraft availability for the Polish Armed Forces. The partnership with WZL-1 advances a broader initiative to spur industrial growth by creating skilled jobs, transferring technology for future sensor and avionics sustainment, and bolstering the U.S. defense industrial base. Strengthening Poland's Apache fleet sustainment capability also contributes to allied deterrence and interoperability by enhancing allied readiness and operational effectiveness.

Stacy Kubicek, vice president and general manager of Lockheed Martin Sensors and Global Sustainment, stated, "Lockheed Martin is honored to deepen our long-standing partnership with Poland, delivering advanced sensor and sustainment capabilities that strengthen the nation's security and its vital role within NATO. By working hand-in-hand with Poland's defense industry, we're supporting both Poland's industrial base and fortifying the U.S. defense ecosystem."

Jacek A. Goszczyński, PhD. Eng., CEO of WZL-1, highlighted, "The conclusion of our executive offset agreements, enabling the implementation and execution of the transaction for Poland's acquisition of 96 AH-64E combat helicopters, will allow for the establishment of an Industrial Service Center for Apache Helicopters in Poland, based on the specialized entity WZL-1 S.A. in Łódź and Deblin. These capabilities will ensure the maintenance of a high level of operational availability of Apache helicopters in the Polish Armed Forces, which will translate into the security of our state."

Under the partnership, Lockheed Martin will provide resources, training, and technical support to WZL-1's skilled technicians to enable in-country maintenance and repair of Apache sensor systems. The initiative reaffirms Lockheed Martin's commitment to bolstering NATO allies' military capabilities through advanced technologies and sustainment solutions, enhancing allied readiness and supporting a secure Euro-Atlantic region. ****Keywords:**** Lockheed Martin, WZL-1, Polish Armed Forces, AH-64E Apache, attack helicopter, sensor sustainment, TADS/PNVS, LONGBOW Fire Control Radar, NATO interoperability, defense industrial base

GKN AEROSPACE DELIVERS FIRST UPGRADED RM12 ENGINE TO SWEDISH ARMED FORCES



GKN Aerospace has successfully delivered the first upgraded RM12 engine to the Swedish Armed Forces, marking a significant milestone in the ongoing RM12EP (Enhanced Performance) programme. The delivery follows an earlier order valued at approximately £32 million (SEK 400 million) for performance upgrades across the Gripen C/D engine fleet. The RM12EP programme, launched in 2019 and led by GKN Aerospace, forms part of long-term efforts to ensure the Gripen C/D remains a highly capable and cost-efficient fighter aircraft.

The RM12EP upgrade includes the installation of improved turbine hardware and updated engine control software designed to increase engine thrust, extend operating time, and reduce life cycle costs. All work is carried out at GKN Aerospace's facility in Trollhättan, Sweden, where the company is responsible for the development, manufacturing, system support, and maintenance of both the RM12 engine powering the Gripen C/D and the RM16 powering the new Gripen E/F. The upgraded engine will form the foundation for continued operation and maintenance support, for which GKN Aerospace remains responsible.

The first delivery resulted from strong cross-functional collaboration within GKN Aerospace across engineering, production, quality, procurement, and logistics, together with key partners GE and Saab. Additional upgraded engines will be delivered continuously to the customer as planned.

Stefan Oscarsson, Vice President of Governmental Solutions at GKN Aerospace, stated, "This first upgraded engine delivery represents an important step forward in enhancing the performance and endurance of the Gripen system. As type certificate holder for the Gripen C/D engine and with a partnership with the Swedish Air Force that spans nearly a century, we are proud to continue supporting Sweden's operational capability and future readiness."

GKN Aerospace has a long-standing role as type certificate holder and strategic partner to the Swedish Air Force. The RM12EP programme builds on this nearly century-long partnership, ensuring Sweden's Gripen C/D fleet remains operationally effective with enhanced thrust, extended endurance, and improved cost efficiency for years to come.

****Keywords:**** GKN Aerospace, RM12 engine, Swedish Armed Forces, Gripen C/D, enhanced performance, engine upgrade, turbine hardware, Trollhättan, fighter aircraft propulsion, RM12EP programme

LEONARDO DRS INTRODUCES THOR FOR DECISIVE EDGE COMPUTING ON BATTLEFIELD

Leonardo DRS has announced the introduction of THOR - Tactical, High-Performance Embedded Computing, Open Architecture, Rugged - a rugged, open-architecture 3U VPX embedded computing chassis purpose-built to deliver high-performance processing at the tactical edge. Designed for combat vehicles, tactical platforms, and emerging mission environments, THOR provides the scalable computing backbone warfighters need to run artificial intelligence, fuse multi-sensor data, and make faster, more informed decisions under fire.

As the U.S. military accelerates its modernization agenda across ground, air, and emerging domains, the demand for deployable, high-density computing at the point of need has never been greater. THOR directly addresses this requirement. Aligned with the Sensor Open Systems Architecture (SOSA™) and the Department of War's Modular Open Systems Approach, THOR enables rapid technology insertion, reduces vendor lock-in, and provides a clear upgrade path—ensuring combat systems remain effective against

evolving threats without costly platform redesigns.

Denny Crumley, senior vice president and general manager of the Land Electronics business unit at Leonardo DRS, stated, "Today's battlefield demands computing solutions that are as agile and resilient as the forces they support. THOR was designed from the ground up to meet that challenge. It brings together open-architecture flexibility, military-grade ruggedness, and the processing power required for AI-enabled operations—all in a form factor that deploys where it matters most. THOR represents a significant step forward in our Advanced Sensing and Computing portfolio, and it reflects our commitment to delivering technology that gives warfighters a decisive advantage."

Engineered to MIL-STD-810, MIL-STD-1275, MIL-STD-461, and ATPD-2404 standards, THOR operates reliably in extreme temperature, shock, vibration, and electromagnetic environments where commercial computing solutions fail. The chassis supports a broad range of compute payloads—including Intel®, Arm®, and NVIDIA®-based single board

computers, high-performance GPUs for AI and machine learning inference, and RF and digital signal processing modules for electronic warfare and secure communications. With internal data rates up to 100 Gbps and support for cyber security capabilities, THOR delivers the low-latency, high-throughput performance that advanced sensing and network-centric operations demand. THOR is optimized for size, weight, and power-constrained platforms and is available as a configurable chassis kit or as a fully integrated Leonardo DRS subsystem. Beyond defense, THOR's compute density, ruggedness, and standards-based architecture make it well-suited for demanding commercial and industrial applications including advanced robotics, machine vision, railway monitoring, and field-deployable scientific instrumentation. THOR will be showcased at the AUSA Global Force Annual Meeting & Exposition in Huntsville, Alabama.

Keywords: Leonardo DRS, THOR computing chassis, edge computing, SOSA-aligned, open architecture, AI-enabled battlefield, sensor fusion, rugged embedded computing, military modernization, tactical edge processing

BEL AND RRP GROUP SIGN STRATEGIC MOU TO ADVANCE SEMICONDUCTOR, UNMANNED SYSTEMS AND ELECTRO-OPTICS

Navratna Defence PSU Bharat Electronics Limited (BEL) has signed a Memorandum of Understanding (MoU) with RRP Electronics Limited and RRP Defense Limited, both part of the RRP Group, a leading integrated technology company specializing in advanced manufacturing of semiconductors and Aerospace & Defense systems. The collaboration aims to jointly pursue business opportunities in the domains of Semiconductors, Electro-Optics, Unmanned Systems and other advanced Defence technologies, marking a significant milestone in India's Defence technology landscape while reinforcing national objectives focused on indigenisation and capability acceleration.

The MoU brings together BEL's decades of experience in developing advanced electronics and mission-critical systems for Defence and strategic applications, RRP Electronics Ltd's semiconductor manufacturing expertise, and RRP Defense Ltd's capabilities in Electro-Optical (EO) systems and UAV platforms. This combined expertise will advance the development of high-precision EO systems including surveillance systems and weapon sights,



semiconductor devices, and next-generation unmanned solutions.

Under this MoU, BEL and RRP Group will jointly identify, design and develop a range of technologies for Defence and strategic applications. This partnership is envisaged to be transformational in delivering high-quality and reliable solutions pioneering technological innovations and strengthening India's strategic capabilities. The MoU is also expected to unlock export opportunities in line with the Ministry of Defence's export promotion policies.

The MoU was exchanged between Mrs. Niti Pandit, GM (Strategic Planning, BEL) and Mr. Rajendra Chodankar (Founder & Chairman - RRP Group of Companies), in the presence of Mr. Manoj Jain, Chairman & Managing Director - BEL, Mr. Nandha Kumar

T D, GM(PDIC), Mrs. Rekha Shastry, GM(Unmanned Sys), and Mr. Dharendra N Pandey, GM(Machilipatnam Unit).

Mr. Manoj Jain, CMD of BEL, stated, "This MoU marks a significant step in our journey towards strengthening Indian defence ecosystem. By combining BEL's expertise in defence electronics with RRP's capabilities in semiconductor manufacturing, Electro-Optics and UAV platforms, we are confident of delivering cutting-edge, indigenous solutions that will serve both national and global requirements."

Mr. Rajendra Chodankar, Founder & Chairman of RRP Group of Companies, added, "This partnership with BEL marks a forward-looking advancement in our journey to strengthen India's defence technological base. Through collaboration with BEL that has long defined excellence in defence electronics, we will accelerate our intent to advance India's defence ecosystem through work that is purposeful, dependable, and aligned with the nation's long-term interests." Keywords: BEL, RRP Group, semiconductor manufacturing, unmanned systems, electro-optics, Indian defence, MoU, indigenisation, UAV platforms, defence electronics

LUFTHANSA TECHNIK CELEBRATES 1,000TH OVERHAULED PRATT & WHITNEY GTF ENGINE



Lufthansa Technik has achieved a major milestone: its 1,000th overhauled Pratt & Whitney Geared Turbofan (GTF) engine. This achievement is a testament to the strength of a globally united team spanning Poland, Germany, North America, and China. The milestone reinforces Lufthansa Technik's role as a central partner in the worldwide GTF Maintenance, Repair and Overhaul (MRO) network and highlights the close collaboration with manufacturer Pratt & Whitney, an RTX business.

EME Aero in Jasionka near Rzeszów, Poland, a joint venture between Lufthansa Technik and MTU Aero Engines, has become one of the world's most advanced service centers for GTF engines. From quick turns to complete overhauls of all GTF variants for the Airbus A320neo, A220, and Embraer E-Jet fleets, EME Aero covers the full spectrum of engine maintenance. With over 1,200 employees and two test stands, the company plans to increase capacity to over 500 shop visits per year by 2028.

Lufthansa Technik AERO Alzey (LTAA) has also grown significantly, solidifying its role as a pioneer in the GTF network. Since 2018, LTAA has specialized in the PW1500G engine for the Airbus A220 family. To meet rising demand, capacity has been continuously expanded, most recently with a new 10,000-square-meter logistics center. The team in Alzey recently celebrated the induction of their 300th GTF engine.

The network-wide achievement reflects a collaborative team effort that began in Hamburg. Over seven years, the engine shops there overhauled around 200 GTF engines, building up expertise and qualifying international teams. In mid-2024, the team handed over to partner locations, which are now continuing the program at full speed.

The network's success is based on major overhauls in workshops, but also on highly specialized operations directly at customer sites. Lufthansa Technik's Mobile Engine Services ensure engines are returned to service quickly and minimize operational downtime. To support growing fleets, GTF expertise has been established at four strategically located sites: Frankfurt, Montreal, Tulsa, and Shenzhen.

Derrick Siebert, Vice President of Engine Services at Lufthansa Technik, stated, "This milestone of 1,000 engines is a powerful testament to our partnership with Pratt & Whitney and the ultimate proof that our collaborative network approach is a success. We haven't just built up capacity: we have created a system in which each site contributes its strengths. This enables us to act flexibly as a team within our network and prove ourselves to be the reliable partner for the growing GTF fleet worldwide."

The Pratt & Whitney GTF engine family includes the PW1100G for the A320neo, PW1500G for the A220, and PW1900G for the Embraer E-Jet E2. These engines offer up to 20% better fuel efficiency and 75% reduced noise footprint compared to previous generation engines. As the global GTF fleet continues to grow, MRO capacity expansion remains critical. Lufthansa Technik's distributed network approach allows airlines to access service capacity across multiple continents, reducing shipping times and costs.

Keywords: Lufthansa Technik, Pratt & Whitney GTF, engine overhaul, MRO network, EME Aero, PW1500G, A320neo, A220, Mobile Engine Services, gear turbofan

AJW GROUP ANNOUNCES A330 POWER-BY-THE-HOUR SUPPORT CONTRACT WITH ASL AVIATION HOLDINGS

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AJW Group has announced a new support agreement with ASL Aviation Holdings to provide airframe-only support for two A330ceo aircraft operated by ASL Airlines Ireland. The agreement reignites a partnership that began with AJW Group supporting twelve of ASL's B737CL aircraft. This new agreement sees AJW deliver technical and engineering support on a time and materials (T&M) basis, enabling ASL to maintain flexibility while ensuring reliable, responsive aircraft support for its commercial operations. The programme went live earlier this year, with AJW Group providing operational support for an initial four-year period, reinforcing its long-term commitment to ASL's operators.

Scott Symington, Chief Commercial Officer at AJW Group, commented, "AJW's partnership with ASL is built on trust and our shared commitment to operational excellence, and we're excited to be working with them again. Supporting two A330ceo aircraft aligns well with AJW's expertise and growth, and this agreement allows us to provide flexible, effective support to meet their operations."

Colin Grant, Chief Operating Officer at ASL Aviation Holdings, added, "Having AJW supporting these aircraft gives us confidence in the ongoing operation of our A330ceo fleet. Their airframe-focused approach fits well with our operational requirements, and we look forward to working closely with their team as this programme develops."

The partnership reflects AJW's continued growth and its ability to deliver tailored support solutions for widebody aircraft fleets. By focusing on airframe expertise and flexible commercial terms, AJW will help ensure the ongoing safety, reliability, and performance of ASL's A330ceo operations. This contract reinforces AJW Group's position as a market leader in end-to-end supply chain solutions for the A330 family aircraft.

The power-by-the-hour support model allows airlines to convert unpredictable maintenance costs into predictable operational expenses. For ASL Aviation Holdings, a global aviation group with operations across Europe, Asia, Africa, and Australia, cost predictability is essential for its diverse cargo and passenger operations. The A330ceo remains a popular widebody platform for both passenger and freighter conversions. AJW Group's expertise includes extensive spare parts inventories, engineering capabilities, and logistics networks that minimize aircraft downtime.

Keywords: AJW Group, ASL Aviation Holdings, A330ceo, power-by-the-hour, airframe support, time and materials, aircraft maintenance, ASL Airlines Ireland, widebody fleet, MRO services

STANDARD AERO SIGNS GTA WITH AVILEASE FOR LEAP AND CFM56-7B MRO SERVICES

StandardAero has signed a General Terms Agreement (GTA) with global aircraft lessor Av Lease to provide MRO services for CFM International LEAP-1A/LEAP-1B and CFM56-7B engines in support of its global leasing activities.

Headquartered in Saudi Arabia and backed by PIF, Av Lease aims to become a top 10 global player in aircraft leasing. The company owns and manages 200 predominantly new-technology, fuel-efficient aircraft on long-term lease to 53 airline customers. Av Lease plays a pivotal role in Saudi Arabia's Vision 2030 and National Aviation Strategy.

Olivier Ruffet, Vice President Sales - EMEA at StandardAero, stated, "StandardAero is delighted to establish a relationship with Av Lease through this new agreement, which will enable our teams of LEAP and CFM56 engine MRO experts to provide responsive support to Av Lease and its airline customers."

StandardAero provides LEAP-1A and LEAP-1B support from its 810,000 sq. ft. facility in



San Antonio, Texas, as a CFM LEAP Premier MRO provider. The company signed the first non-airline CFM Branded Service Agreement in the Americas for the LEAP engines in March 2023. StandardAero is also industrializing new engine component repairs for the LEAP family through its Component Repair Services team. To date, the CRS team has industrialized more than 475 component repairs for the LEAP-1A and LEAP-1B. The company continues to grow its LEAP technicians through its in-house Aviation Mechanic Training Program at the San Antonio Training Academy.

StandardAero is also a CFM International authorized CFM56-7B MRO provider, having supported the global operator community from

its Winnipeg location since 2010. StandardAero now also provides CFM56-7B MRO support from its DFW International Airport, Texas location, seeing strong demand from Boeing 737NG operators and asset owners. These new capabilities offer operators the confidence of a second CFM56-7B engine line, enabling StandardAero to accommodate MRO requirements worldwide while providing test cell capability redundancy.

The company provides extensive additional services for the CFM56 family, including component repair and overhaul, engine and module support, used serviceable material asset management, and engine health monitoring data analysis services. CFM International, the 50/50 joint company between GE Aerospace and Safran Aircraft Engines founded in 1974, is the world's leading supplier of commercial aircraft engines.

Keywords: StandardAero, Av Lease, LEAP engine, CFM56-7B, MRO services, aircraft leasing, engine maintenance, San Antonio facility, CFM International, Saudi Arabia aviation

GE AEROSPACE AND PALANTIR EXPAND AI PARTNERSHIP TO TRANSFORM MILITARY AIRCRAFT READINESS

GE Aerospace and Palantir Technologies have announced a multi-year partnership expansion to accelerate the transformation of military aviation readiness for the U.S. Air Force and operations across GE Aerospace's production system. Together, the companies are deploying advanced agentic AI-powered solutions to ensure GE Aerospace can maximize production and aircraft remain mission ready. A GE Aerospace engine takes off somewhere across the world every two seconds, and as demands on the warfighter have grown, so has the need for innovation in digital systems that enable supply chains to keep fleets mission-ready.

The partnership began with a focused mission: keeping the Air Force's T-38 trainer jets flying by improving readiness for the J85 engine, the workhorse responsible for training America's next generation of U.S. Air Force pilots. In early 2024, GE Aerospace and Palantir piloted a sustainment workflow that gave both organizations visibility into parts demand and shortages, driving improvements in readiness and efficiency. Building on this success, the partnership has rapidly expanded to GE Aerospace's broader



production system, supporting sustainment, MRO, and new engine production. Amy Gowder, president and CEO of Defense and Systems for GE Aerospace, stated, "Meeting today's readiness demands requires both proven propulsion and smarter use of data. By integrating data across the enterprise and applying AI to predict demand and identify constraints earlier, our collaboration with Palantir is helping our customers keep more aircraft available so airmen get the training required to execute on their mission."

Today, GE Aerospace uses Palantir's Artificial Intelligence Platform (AIP) across select supply chain functions, helping orchestrate activities including fulfillment, sourcing, allocation, maintenance, repair, and customer service. This new architecture empowers GE Aerospace's workforce to focus on high-value problem-

solving, while AI agents facilitate automation of manual, repetitive tasks. The AI-powered approach analyzes real-time engine performance data, parts usage patterns, and supply chain constraints to predict when components will need replacement and ensure parts are available before failure occurs.

Mike Gallagher, Head of Defense at Palantir, said, "GE Aerospace has spent decades building and sustaining the engines that drive American airpower. By pairing their deep engineering expertise with Palantir's AI-enabled software, our partnership is helping to unify data across the enterprise to keep more aircraft available and more airmen trained." The partnership expansion comes at a critical time when the U.S. Department of War is prioritizing readiness and production capacity. Improved J85 engine readiness directly impacts the Air Force's ability to train pilots, creating a cascading effect on overall military aviation readiness.

Keywords: GE Aerospace, Palantir, artificial intelligence, military aircraft readiness, AI-powered solutions, J85 engine, T-38 trainer, supply chain automation, predictive maintenance, agentic AI

EMBRAER INTRODUCES KC-390 MILLENNIUM TO WZL-2 AS MRO COOPERATION ADVANCES IN POLAND



Embraer has officially presented the KC-390 Millennium multi-mission military transport aircraft to Wojskowe Zakłady Lotnicze Nr 2 S.A. (WZL-2) in Bydgoszcz, Poland. This significant milestone marks the first concrete step in the strategic cooperation between the two companies, building upon the landmark Memorandum of Understanding signed on December 2, 2025, in Warsaw, which established the foundation for deeper industrial and technological collaboration. The event marks a new era of strategic cooperation between Embraer and the Polish aerospace and defense industry.

The KC-390 Millennium is a next-generation aircraft recognized for its versatility, high operational availability, and advanced technology, designed to meet the most demanding airlift and aerial refueling missions. Its arrival at WZL-2 underscores Embraer's commitment to strengthening industrial partnerships with the Polish aerospace and defense industry. The cooperation focuses on establishing a comprehensive maintenance, repair, and overhaul (MRO) capability for the KC-390 Millennium in Poland, which will enhance operational readiness while fostering local expertise and industrial growth. Douglas Lobo, Vice President of Customer Support & Aftermarket Sales at Embraer Services & Support, stated, "Today's event materializes Embraer's and WZL-2's shared vision for innovation and collaboration in the defense industry. By working closely with the Polish defense industry, we aim to create a robust cooperation, fostering long-term value for the country while contributing to the European defense community."

Jakub Gazda, CEO of WZL-2, said, "Today, we are gathered here at WZL-2 to admire the KC-390 aircraft, which combines innovative technical solutions, reliability, and enormous operational potential. Cooperation with Embraer opens up new opportunities for us, giving us what we want to experience – it allows us to exchange knowledge and develop our competencies. I believe that our cooperation will be an important chapter in the history of aviation innovation."

Since entering operation with the Brazilian Air Force in 2019, the Portuguese Air Force in 2023, and most recently with the Hungarian Air Force in 2024, the KC-390 Millennium has proven its capability, reliability, and performance. The current fleet in operation has demonstrated a mission capability rate of 93% and mission completion rates above 99%. The C-390 can carry more payload (26 tons) compared to other medium-sized military transport aircraft and flies faster (470 knots) and farther. It is capable of performing a wide range of missions including transporting and dropping cargo and troops, medical evacuation, search and rescue, firefighting, and humanitarian missions. The aircraft can operate on temporary or unpaved runways such as packed earth, soil, and gravel. The KC-390 configuration with air-to-air refueling equipment has proven its aerial refueling capacity both as a tanker and as a receiver.

Poland's interest in the KC-390 Millennium aligns with broader European defense modernization efforts, particularly among NATO's eastern flank nations seeking to replace aging Soviet-era transport aircraft. The establishment of MRO capabilities in Poland would support not only potential Polish KC-390 operators but also other European customers, reducing turnaround times and maintenance costs compared to sending aircraft to Brazil. WZL-2 has decades of experience maintaining military aircraft for the Polish Armed Forces, making it a natural partner for Embraer's European expansion strategy.

Keywords: Embraer, KC-390 Millennium, WZL-2, Poland MRO, military transport aircraft, aerial refueling, Polish aerospace industry, strategic cooperation, mission capability rate, European defense community

GA TELESIS ENGINE SERVICES AWARDED CFM56-7B OVERHAUL CONTRACT BY GARUDA INDONESIA GROUP



GA Telesis Engine Services (GATES), the engine maintenance, repair, and overhaul (MRO) subsidiary of GA Telesis LLC, has been awarded a prestigious contract to perform engine overhaul services for the Garuda Indonesia Group. The agreement follows a highly competitive Request for Proposal (RFP) process and focuses on the maintenance of the CFM56-7B engines that power Garuda's Boeing 737 Next-Generation fleet. The first CFM56-7B engine under this new agreement is already in transit to GATES's flagship facility in Helsinki, Finland, for a comprehensive performance restoration.

The CFM56-7B engine is one of the most widely used turbofan engines in commercial aviation, powering the Boeing 737 Next-Generation family which includes the 737-600, -700, -800, and -900 variants. These engines are known for their reliability, fuel efficiency, and low maintenance costs, but as fleets age, comprehensive performance restoration becomes increasingly critical to maintaining operational efficiency and meeting regulatory standards. GATES's Helsinki facility is equipped with advanced engine test cells and specialized tooling capable of performing full overhaul, repair, and testing of CFM56-7B engines to factory-equivalent standards. Gunnar Sigurfinnsson, President of GA Telesis Engine Services, stated, "We are honored that Garuda Indonesia has entrusted GATES with the care of their most critical engine assets. This contract reflects our commitment to providing independent, world-class MRO solutions. Our Helsinki facility is uniquely positioned to deliver the technical precision and industry-leading turnaround times that a premier carrier like Garuda requires for its operational excellence."

Avinash Singh, Vice President of Sales – APAC and MEA, added, "Winning this RFP underscores the strength of the GATES value proposition in the Asia-Pacific region. Our team has worked tirelessly to demonstrate that we can bridge the gap between technical reliability and cost-efficiency. Seeing the first Garuda engine on its way to our Helsinki shop is a proud moment, and it marks the beginning of what we expect to be a long and prosperous partnership with Indonesia's national carrier."

Pak Mukhtar, Director of Maintenance at Garuda Indonesia, commented, "As we continue to optimize our CFM56-7B fleet's performance, we are happy to entrust the maintenance of our critical engine assets to a global player like GA Telesis. Their reputation for quality and their ability to provide flexible, high-standard MRO services align with Garuda's commitment to safety and operational excellence." The Garuda Indonesia Group operates one of Southeast Asia's largest Boeing 737 Next-Generation fleets, serving domestic and regional routes across the Indonesian archipelago. Engine MRO providers in the Asia-Pacific region face intense competition from both original equipment manufacturers and independent players. GATES's success in this competitive RFP process demonstrates the value proposition offered by independent MRO providers: competitive pricing, flexible contract terms, and turnaround times that match or exceed OEM benchmarks. The strategic location of GATES's Helsinki facility offers logistical advantages for Asian carriers, including efficient air freight connections and competitive labor costs without compromising on European quality standards. This contract represents a significant expansion of GATES's Asia-Pacific customer base and positions the company for further growth in the region's rapidly recovering aviation market.

Keywords: GA Telesis Engine Services, CFM56-7B, Garuda Indonesia, engine overhaul, MRO contract, Boeing 737 Next-Generation, performance restoration, Helsinki facility, Asia-Pacific aviation, independent MRO

*"India's Private
Space Sector at the
Defence Cross-
roads: ISPA's Lt
Gen AK Bhatt
(Retd) on ASAT
Threats, Military
Integration, and the
Road to 2030"*

अनिल कुमार भट्ट
ANIL KUMAR BHATT

Aviation Update Editor Kartikeya in Conversation with

Lt Gen AK Bhatt (Retd)

Director General – Indian Space Association



Q Given the rise in anti-satellite (ASAT) weapons and space-based surveillance by global powers, how is ISPA helping Indian commercial space operators

A integrate threat assessment into their mission planning?

Indian private satellite structure is currently in a nascent stage with very few

satellites launched by different startups/ companies in India. This does not presently require any complex mission planning. However, as satellite constellations develop in the country, mission planning will be an integral part of any company or consortium launching a constellation.

As regards the issue of ASAT weapons, this is an emerging Global threat which would be in

the domain of Defence Space and would be a sovereign responsibility. The Defence Space Agency, along with ISRO/DRDO, will need to work on this issue.

Q What role do you see for India's private space industry in supporting military space employment — for example, through dedicated launch services, on-orbit servicing, or hosted payloads for the Indian Armed Forces?

A The role of India's private space industry in supporting military space is

multifold. The first manifestation of it would be the space-based surveillance-3 rollout when 31 of the 52 satellites manufactured by private companies would be launched by the year 2029/30.

Indian private sector companies are also in the process of developing and launching small rockets, which can provide an option for launching military satellites or for responsive launch/ Launch on Demand (LOD).

Analysis of satellite data with multiple AI-based analytical solutions can and are also be offered by private companies

In future, as capabilities develop in the private sector, services like on-orbit services would be provided by the private sector.

Q With increasing incidents of cyber and electronic warfare targeting commercial satellite ground stations, what steps should Indian space companies take to protect their assets while remaining commercially viable?

A Cyber and electronic threats to satellites and ground stations are an emerging reality which would require a resilient cyber posture in order to protect assets in space and on the ground. As companies adopt cyber protective measures there would definitely be a cost involved, which would marginally affect profit margins. However, considering the importance of cyber security space, companies are adopting requisite measures

How can India's commercial space sector contribute to space domain

Q awareness (SDA) without compromising national security, especially when operating alongside military satellites or constellations?

A Space domain awareness very rightly has a very critical security aspect.

However, startups in India with capabilities of ground and satellite sensors to detect satellites and debris in space would be able to contribute to the space situational picture. Aspects of ensuring the security of sensitive military assets can be taken care of with due coordination and adoption of safeguard measures.

Q From ISPA's perspective, what policy or regulatory changes are most critical to enable private Indian space companies to respond rapidly to defence requirements during crises or conflicts?

A There have been multiple positive regulatory and policy reforms to include private

space in contribution in India's defence space environment.

The inclusion of private companies in SBS-3 program and the rolling out of 75 Defence Space challenges is indicative of positive policies to help private space contribute in India's Defence. More support by Assured orders and mutual collaborative development of future technologies will hugely help.

Q How can the Indian space industry better align its R&D and production cycles with the armed forces' operational readiness timelines — especially for reusable launch vehicles, small satellite



buses, and resilient communication payloads?

A Alignment of the Indian space industry to meet the requirements of operational readiness timelines is being done by DRDO through its specialised lab which is responsible for meeting all the technical requirements of defence space.

What successful models (global or domestic) has ISPA identified where

Q commercial space assets have been integrated into defence exercises or real-time operations, and how can India adapt them?

A The requirement of US Government for ISR, satellite communication, and PNT have been well integrated with the private sector by the USA, which has led to emergence of companies like Starlink, SpaceX, Maxar, and Planet Labs, which meet the requirements of defence and private space both.

In India also, such models with private space

companies being collaborative partners will have to be adopted to strengthen our space capabilities.

Q Looking ahead, what specific technologies or services should Indian private space firms prioritize to make a tangible difference to defence operational readiness within the next 3–5 years — and what role will ISPA play in de-risking those investments?

A The technologies which are being developed and would be required for space based capabilities are:

Reusable rockets

Miniaturization of sensors

On-orbit refueling and repair capability, and

Capability of responsive launch

All of these technologies will have to be developed to meet security needs as well as for Indian companies to be globally viable and competitive.

PHILIPPINE AIRLINES AND AFI KLM E&M RENEW GE90 ENGINE MAINTENANCE PARTNERSHIP

Philippine Airlines and Air France Industries KLM Engineering & Maintenance (AFI KLM E&M) have renewed and extended their long-term maintenance agreement covering the airline's GE90 engines, reinforcing one of the most longstanding GE90 partnerships in the Asia-Pacific region. The contract amendment was officially signed on March 25, 2026, at Philippine Airlines' headquarters in Manila. As one of the earliest GE90 customers in Asia-Pacific, Philippine Airlines continues to place its trust in AFI KLM E&M's expertise to support the next phase of its fleet lifecycle.

Under the renewed agreement, AFI KLM E&M will continue to provide comprehensive long-term support including Shop Visits, Predictive Maintenance solutions, Spare support, On-Wing Services (OWS), and Engine LRU (Line Replaceable Unit) Pool support. The enhanced framework has been specifically tailored to address the operational and cost-efficiency requirements of a fleet entering a mature phase. In a competitive regional environment, this extension underscores Philippine Airlines' continued confidence in AFI KLM E&M's operational performance, technical depth, and long-standing GE90 experience. Beyond the



GE90, the partnership also continues for the CFM56-5B, with a unique dedicated local footprint (OWS Corner) providing tailored support to Philippine Airlines' A320 fleet. Alvin Kendrick Limquenco, Senior Vice President - Chief Supply Chain Officer and Data Privacy Officer at Philippine Airlines, stated, "Renewing our GE90 support agreement with AFI KLM E&M helps ensure seamless operations, dependable service, and solutions suitable to our evolving fleet. Their expertise and deep insight into our operations make them a truly reliable partner." Pierre Teboul, Senior Vice President Commercial at AFI KLM E&M, added, "Continuing our support for Philippine Airlines, a pioneering GE90 operator in the Asia-Pacific region, is a true privilege. This renewed agreement highlights the strong mutual trust we have built over the years. It also demonstrates our ability to adapt our solutions to the evolving needs of a mature fleet. Our teams are and will remain fully committed to delivering performance, reliability and long-term value."

The GE90 engine family, developed by GE Aviation, is one of the most successful high-thrust turbofan engines in commercial aviation history, powering Boeing 777 aircraft worldwide. As the 777 fleet globally continues to mature, operators increasingly require maintenance solutions that balance operational reliability with cost efficiency. AFI KLM E&M's predictive maintenance capabilities leverage data analytics and engine health monitoring to optimize shop visit scheduling and reduce unplanned downtime. The dedicated On-Wing Services capability allows Philippine Airlines to address minor engine issues without removing engines from aircraft, maximizing fleet availability. The partnership extension reflects a broader industry trend where airlines and MRO providers are deepening long-term relationships to achieve predictable maintenance costs and operational stability. Philippine Airlines operates one of Asia's most established long-haul networks, and reliable GE90 support is critical to its transpacific and European route operations.

Keywords: Philippine Airlines, AFI KLM E&M, GE90 engine, maintenance agreement, engine MRO, predictive maintenance, on-wing services, CFM56-5B, Asia-Pacific aviation, long-term partnership

AERSALE LEASES BOEING 757 FREIGHTER TO STRATOS FREIGHT FOR CENTRAL ASIA CARGO GROWTH

AerSale Corporation has announced the lease of a Boeing 757-200 Precision Converted Freighter (PCF) aircraft to Stratos Freight, an emerging all-cargo airline based in Tashkent, Uzbekistan. Stratos Freight is strategically positioned at the intersection of Asia and Europe, operating along key trade routes connecting China, the Middle East, and Europe. The addition of the Boeing 757-200PCF enhances the airline's medium-widebody freighter fleet and supports its growing scheduled and charter cargo operations throughout Central Asia and beyond.

The Boeing 757-200PCF offers a unique combination of payload capability, range, and operating economics, making it well-suited for express and regional cargo missions. Its deployment with Stratos Freight is expected to enhance connectivity across high-demand trade lanes where efficiency and reliability are critical. The aircraft continues to be a highly versatile and efficient platform for regional cargo operations, providing operators with the ability to serve markets that require medium-widebody capacity without the higher costs associated with larger widebody freighters.



Craig Wright, AerSale's Senior Vice President and Head of Asset Management, stated, "The Boeing 757 freighter continues to be a highly versatile and efficient platform for regional cargo operations. We are pleased to partner with Stratos Freight as they expand their network and strengthen their position in a rapidly growing logistics market. This lease reflects AerSale's ability to deliver tailored asset solutions that meet the evolving needs of cargo operators worldwide."

Captain Mukhtar T. Khaitov, CEO of Stratos Freight, said, "We are excited to welcome the Boeing 757-200PCF into our fleet. This aircraft will play a key role in expanding our operational capabilities and supporting our mission to deliver efficient, reliable cargo solutions across Central Asia and key international markets."

Central Asia has emerged as a significant logistics hub due to its geographic position bridging major Asian

and European markets. The region has seen substantial investment in transportation infrastructure and cargo handling capabilities. Stratos Freight's expansion with the Boeing 757-200PCF positions the airline to capture growing e-commerce and express cargo demand along the China-Europe trade corridor. The Precision Converted Freighter modification provides the durability and reliability required for high-frequency cargo operations while maintaining excellent fuel efficiency and payload economics. This transaction underscores AerSale's integrated business model, leveraging its expertise in aircraft leasing, freighter conversions, and asset management to deliver value-driven solutions to airline partners globally. AerSale continues to expand its presence in the air cargo market by providing tailored asset solutions that address the specific operational requirements of regional and international cargo carriers.

Keywords: AerSale, Boeing 757-200PCF, Stratos Freight, cargo aircraft lease, Uzbekistan aviation, Precision Converted Freighter, Central Asia logistics, air cargo growth, medium-widebody freighter, regional cargo operations

LUFTHANSA TECHNIK MALTA COMPLETES FIRST BOEING 787 CABIN MODIFICATION



Lufthansa Technik has successfully completed its first Boeing 787 Dreamliner cabin modification at its European Center of Excellence for widebody Base Maintenance Services in Malta. This strategic achievement marks an important step for Lufthansa Technik Malta's growing widebody service portfolio. The comprehensive modification included the removal and installation of a new seating configuration and a full upgrade of cabin monuments designed to enhance comfort, efficiency, and passenger experience.

The program was carried out in close collaboration with Boeing, which contracted and supported the modification package, as well as with Lufthansa as the operator. The project featured significant technical complexity, including the conversion of a bay in Malta to accommodate increased space requirements, and involved substantial logistical efforts due to the replacement of an existing cabin with a new one. A further six cabin modifications of this type are scheduled to be completed in Malta by the end of the year.

Marcus Motschenbacher, Vice President and Chief Operations Officer of Aircraft Maintenance Services at Lufthansa Technik, stated, "Completing our first Boeing 787 cabin modification is a proud moment for the entire team. This program showcases our technical capabilities, our reliability, and the dedication of our workforce. The 787 platform requires deep expertise, and our ability to deliver this project with precision and on time clearly demonstrates that we are ready to support even more widebody projects in the future."

Lindsey Douglas, Vice President of Cabin, Modifications, Maintenance & Digital Services at Boeing, added, "This collaboration between Boeing and Lufthansa Technik helps to expand post-delivery retrofit options for the 787 Dreamliner fleet. As a Boeing Licensed Service Center, Lufthansa Technik will add vital capacity to deliver tailored cabin modifications that meet the unique needs of the flying fleet."

Thomas Spriesterbach, Accountable Manager Part-145 & NPCA at Lufthansa Airlines Technical Fleet Management, said, "I am very pleased that Lufthansa Technik and Boeing teamed up to bring new technology aircraft more quickly into our operations. Especially the new Allegris cabin installed here in Malta is the game changer for our passengers. A big thank you to the Lufthansa Technik team, who made the installation seamless."

Lufthansa Technik Malta is expanding its location and capacities. From the end of 2026, a new 6,400-square-meter hangar will be used to carry out Base Maintenance Services, particularly cabin modifications on 787 Dreamliner aircraft. The modern new building will provide space for one widebody aircraft, plus three parking spots for narrowbody aircraft. With the addition of the new hangar, Lufthansa Technik Malta will have a total of four hangars capable of carrying out MRO on nearly all commercial Airbus aircraft except the A380, as well as on the Boeing 787 Dreamliner. In 2024, Boeing designated Lufthansa Technik as the first Boeing Licensed Service Center for cabin modifications on 787 Dreamliner aircraft, enabling Lufthansa Technik to design new cabin interiors, provide associated engineering, and perform integration and certification of modification projects.

Keywords: Lufthansa Technik Malta, Boeing 787, cabin modification, Dreamliner, Allegris cabin, widebody MRO, Boeing Licensed Service Center, aircraft retrofit, cabin monuments, base maintenance services

PRATT & WHITNEY AWARDED \$6.6 BILLION F135 PRODUCTION CONTRACT FOR LOTS 18-19



Pratt & Whitney, an RTX business, has been awarded a \$3.8 billion contract modification for lots 18-19 of the F135 engine, which powers all three variants of the F-35 Lightning II. This modification definitizes lot 18 F135 propulsion system production, as well as provides for the production of F135 propulsion systems in support of lot 19 F-35 aircraft production. The total value of the F135 lots 18-19 contract awarded to Pratt & Whitney is \$6.6 billion.

The F135 is the most advanced military engine in the world, delivering unmatched thrust, reliability, and mission readiness for the United States and its allies. Jill Albertelli, president of Military Engines for Pratt & Whitney, stated, "Pratt & Whitney is investing heavily across our global production base and supply chain to increase production and accelerate engine delivery and sustainment to meet growing global demand for the F-35 program."

This contract includes full-rate production engines, initial spares, modules, engineering resources, program oversight, and dedicated production support services. It also ensures capacity, tooling, and uninterrupted manufacturing and supply chain operations for both U.S. military services and international customers. Pratt & Whitney is making significant investments to accelerate the speed at which engines are built and delivered, having committed more than \$1 billion over the past five years to expand and modernize production capacity. As a result, the business has increased current F135 production rates by 20% over previous contract rates.

The F135 program supports over 66,000 jobs across 47 states and territories and generated more than \$9 billion in economic impact domestically in 2025. Pratt & Whitney has delivered more than 1,400 production F135 engines for the F-35 program, which includes 20 allied nations worldwide. The contract definitization ensures continued production stability and predictability for both Pratt & Whitney and its extensive supply chain partners. With global demand for the F-35 platform growing among allied nations, this contract positions Pratt & Whitney to meet increasing international customer requirements while maintaining support for U.S. military services. The investments in production capacity modernization directly contribute to faster delivery timelines and improved sustainment capabilities for the entire global F-35 fleet.

Keywords: Pratt & Whitney, F135 engine, F-35 Lightning II, production contract, RTX, military engines, engine production, F-35 program, propulsion system, global defense supply chain

DAHER DELIVERS TBM 980 TO LOYAL CUSTOMER, HIS SIXTH TBM FAMILY AIRCRAFT

Daher Aircraft has delivered a new TBM 980 to Dr. Ian Blair Fries, marking the sixth consecutive TBM family aircraft acquired by this long-time owner during a relationship spanning more than two decades. Dr. Fries is a board-certified orthopedic surgeon and an FAA-qualified HIMS aviation medical examiner. He utilizes the TBM for travel to his offices in Florida and New Jersey, as well as for patient consultations and speaking engagements.

Recognized for the red carnation he wears in honor of his patients, Dr. Fries selected a distinctive paint scheme featuring the carnation motif on the aircraft's nose, designed by Craig Barnett of Scheme Designers.

Nicolas Chabbert, CEO of Daher Aircraft, stated, "Dr. Fries is a highly valued member of the Daher Aircraft aviator community, and his acquisition of the latest TBM 980 version reflects the confidence he places in our airplanes. Additionally, his professional insights and passion for aviation continue to inspire our entire team."

The TBM 980's delivery followed a transatlantic ferry flight from Daher's



headquarters in Tarbes, France, marking the seventh TBM 980 to arrive in the United States since its official unveiling on January 15.

Dr. Fries commented, "Having owned TBMs with previous-generation Garmin 1000 and Garmin 3000 avionics, I'm excited about the Garmin G3000 PRIME as the next significant step in further enhancing a single pilot's ability to fly the aircraft. This is significant for me, as I always can count on the high level of service and expert maintenance I've experienced throughout my TBM ownership."

The TBM 980 features the Garmin 3000 PRIME touchscreen-controlled flight deck with three 14-inch displays, delivering enhanced processing power and improved system

integration. It includes the Pratt & Whitney Canada PT6E-66XT intelligent turboprop engine and five-blade Hartzell composite propeller managed by a Full Authority Digital Engine Control system. Cabin enhancements include a factory-installed interface for Starlink Mini internet terminal, 100-watt USB-C ports, and an upgraded passenger display controlling electronically dimmable windows. The TBM 980 is the sixth aircraft launched by Daher in the TBM 900-series since the company acquired the product line in 2014.

Keywords: Daher Aircraft, TBM 980, Dr. Ian Fries, sixth TBM, turboprop, Garmin G3000 PRIME, PT6E-66XT, single-pilot aircraft, Starlink Mini, TBM family

DASSAULT AVIATION UNVEILS FALCON 10X AS NEW TOP-OF-THE-LINE BUSINESS JET

Dassault Aviation has unveiled the Falcon 10X, its most ambitious business jet ever, before more than 400 customers and aviation leaders in Bordeaux-Mérignac. The aircraft introduces the largest, most comfortable cabin ever designed in a purpose-built business jet.

Eric Trappier, President & CEO of Dassault Aviation, stated, "The objective is to allow passengers to experience time on board as just another part of their everyday life, not as a long interval between origin and destination."

The Falcon 10X cabin is eight inches wider and two inches taller than its nearest competitor. At 41,000 feet cruising altitude, cabin pressure is maintained at 3,000 feet, with 100 percent fresh air continuously renewed. The fuselage includes 38 extra-large windows nearly 50 percent larger than the Falcon 8X. Customers can configure three- or four-zone interiors including dining areas, privacy suites, full-size bedrooms, and optional showers.

The aircraft cruises at Mach 0.925 with a maximum range of 7,500 nautical miles,



connecting New York to Shanghai, Los Angeles to Sydney, and Beijing to Paris. The Falcon 10X introduces business aviation's first all-composite wing for improved aerodynamic efficiency.

The NeXus flight deck features large touchscreen displays, a dual FalconEye Enhanced Vision System, and a third-generation digital flight-control system with Smart Throttle inspired by Rafale fighter controls. The system enables the first automatic recovery mode in a large business jet.

The Pearl 10X engine from Rolls-Royce

delivers more than 18,000 pounds of thrust. Dr. Dirk Geisinger of Rolls-Royce said, "We are excited and proud to deliver the thrust for this extraordinary aircraft."

Dassault remains the only manufacturer designing both advanced fighter jets and business aircraft. The Falcon 10X program now moves toward flight testing.

Keywords: Dassault Aviation, Falcon 10X, business jet, long-range aircraft, NeXus flight deck, all-composite wing, Pearl 10X engine, Rolls-Royce, cabin comfort, fly-by-wire

PILATUS ACQUIRES GERMAN AIR ALLIANCE TO STRENGTHEN EUROPEAN PRESENCE



Pilatus has acquired Air Alliance GmbH, a German company recognized for its expertise in the sale of Pilatus aircraft, maintenance services, and flight training. Founded in 1993, Air Alliance has been an authorized Pilatus Sales & Service Center since 2014, overseeing sales and technical support for the PC-12 and PC-24 in Germany and Austria. The entire workforce of approximately 120 employees will be retained. René Petersen, the current Managing Director, will remain as CEO.

Air Alliance's portfolio includes a flight training school and commercial flights with the PC-12 and PC-24 under an air operator certification (AOC). This positions Air Alliance across the entire value chain: from sales and maintenance to operational management. Unicair GmbH, the subsidiary providing global ambulance flights, is not part of the acquisition and will remain independent.

Hansueli Loosli, Chairman of Pilatus, stated, "Europe, particularly Germany and Austria, is a very important market for Pilatus. This acquisition gives us the opportunity to leverage synergies and move even closer to our customers. I'm delighted that we have Air Alliance and its employees on board - Welcome to the Pilatus Family!"

René Petersen commented, "Pilatus will allow us to embark on further growth in our markets and areas of strengths - something we could not have achieved at the planned pace without a partner as strong as Pilatus."

Markus Bucher, CEO of Pilatus, added, "Going forward, we will work together to provide our customers with the exclusive, first-class service they expect as owners of a Pilatus aircraft."

The acquisition builds on a successful multi-year partnership. Pilatus will expand its market presence and strengthen service quality in Europe, leveraging synergies between manufacturing, sales, and operations. The PC-12 is a single-engine turboprop carrying up to nine passengers with a range of 1,800 nautical miles. The PC-24 is the first purpose-built twin-engine business jet capable of operating from short, unpaved runways. The transaction is subject to regulatory approvals and approval of the German Federal Aviation Authority.

Keywords: Pilatus, Air Alliance, German acquisition, PC-12, PC-24, business aviation, flight training, aircraft maintenance, European market, Super Versatile Jet

GULFSTREAM COMPLETES 200TH G600 DELIVERY AS DEMAND REMAINS STRONG



Gulfstream Aerospace has announced the 200th customer delivery of the award-winning G600 aircraft. The aircraft was outfitted at Gulfstream's facility in St. Louis and delivered to a North America-based customer. To date, the G600 fleet has logged more than 197,000 flight hours and completed over 87,000 landings. The aircraft has amassed 95 city-pair speed records.

For a recent achievement on a flight from Aspen, Colorado, to London City Airport, the G600 completed the journey in 7 hours and 42 minutes at an average speed of Mach 0.91, surpassing a record that had been held for more than a decade. In January, the G600 and its sister aircraft, the G500, received certification for steep-approach landing from the European Union Aviation Safety Agency (EASA), allowing operations at more airports worldwide including London City.

Mark Burns, President of Gulfstream, stated, "Interest in the G600 remains incredibly strong worldwide as customers continue to be impressed with its remarkable capabilities. Reaching the 200th delivery reflects the program's continued momentum while reinforcing the aircraft's proven maturity and reliability."

The G600 can fly 6,600 nautical miles (12,223 kilometers) at Mach 0.85 or 5,600 nautical miles (10,371 kilometers) at Mach 0.90, with a maximum operating speed of Mach 0.925. Known for its award-winning interior and seat designs, the G600 can be configured with up to four living areas and can seat up to 19 passengers. The aircraft continues to redefine excellence in business aviation, with robust global demand supporting its production momentum. The G600's combination of range, speed, and cabin comfort has made it a popular choice among corporate flight departments, fractional ownership programs, and high-net-worth individuals worldwide. Gulfstream's St. Louis completion facility is one of several Gulfstream locations specializing in aircraft outfitting and customization.

Keywords: Gulfstream, G600, 200th delivery, business aviation, Mach 0.91, speed records, steep-approach certification, EASA, city-pair records, St. Louis facility

LIFE FLIGHT NETWORK ORDERS 12 PC-12 PROS IN TEN-YEAR AGREEMENT

Life Flight Network, the largest not-for-profit air medical transport provider in the United States, has signed a ten-year agreement and placed a firm order for twelve PC-12 PROs, with additional options secured for future fleet expansion. Deliveries are scheduled to begin in 2027. Life Flight Network is the launch customer in the United States for the PC-12 PRO with an aeromedical interior. The aircraft will be delivered by Pilatus Aircraft USA Ltd through its Broomfield-based operation and will be fully outfitted for Intensive Care Unit (ICU) level care and transport.

Founded nearly a half-century ago, Life Flight Network has built a reputation for clinical excellence, operational reliability, and rapid response across diverse and often remote terrain. The addition of the PC-12 PRO will further modernize its current fleet and enhance its ability to provide safe, efficient, and life-saving transportation throughout its service region, which includes the Pacific Northwest, Intermountain West, and Hawaii.

Ben Clayton, Chief Executive Officer of Life Flight Network, stated, "This ten-year agreement represents a transformational step forward for our organization. The PC-12



PRO provides the performance, reliability, and advanced safety technology necessary to serve our communities across the Pacific Northwest, Intermountain West, and Hawaii. We are committed to investing in aircraft that enhance patient care, support our crews, and uphold the highest standards of safety."

Thomas Bosshard, CEO of Pilatus Aircraft USA Ltd, added, "The PC-12 PRO is a proven platform ideally suited for air medical missions. With its advanced avionics suite, exceptional performance capabilities, integrated Safety Autoland technology, and US-designed and -built medical interior, it delivers unmatched safety and operational flexibility. We are proud to support Life Flight Network as they continue their vital mission

of providing critical care transport."

The PC-12 PRO features the Honeywell Primus Apex avionics suite and includes Pilatus's unique Safety Autoland system, which can automatically land the aircraft in an emergency situation without pilot intervention. This technology is particularly valuable for air medical operations where pilot incapacitation could compromise a mission. The aircraft's single-engine turboprop design offers lower operating costs compared to light jets while providing excellent short-field performance, allowing access to smaller airports and remote airstrips near accident scenes or rural hospitals. The PC-12 PRO can carry up to four stretchers plus medical personnel, with cabin configurations supporting neonatal, pediatric, and adult intensive care transport. The ten-year agreement ensures fleet stability and predictable operating costs for Life Flight Network's long-term planning.

Keywords: Life Flight Network, PC-12 PRO, air medical transport, Pilatus Aircraft, medevac aircraft, Safety Autoland, ICU level care, aeromedical interior, not-for-profit, ten-year agreement

BOMBARDIER CELEBRATES FIRST GLOBAL 8000 DELIVERY TO LAUNCH CUSTOMER NETJETS

Bombardier has celebrated the delivery of the first Global 8000 aircraft to fleet launch customer NetJets, the world leader in private aviation. The delivery took place at Bombardier's Laurent Beaudoin Completion Centre in front of employees, NetJets leadership, and special guests. NetJets plans to build a 24-strong fleet of Global 8000 aircraft and will work with Bombardier to upgrade its entire in-service Global 7500 fleet to Global 8000 jets. NetJets could subsequently grow its fleet through options exercisable over the coming years.

The Global 8000 is the fastest civil aircraft since the Concorde, with an industry-leading top speed of Mach 0.95 (627 miles per hour) and a range of 8,000 nautical miles (16.75 hours). It features the lowest cabin altitude in business aviation production at just 2,691 feet. The aircraft is the only true four-zone business jet with 8,000 NM range, enabling nonstop travel between more city pairs than ever before. Its advanced wing design with leading-edge slats enables landing at up to



30% more airports than its closest rival.

Éric Martel, President and CEO of Bombardier, stated, «The Global 8000 is redefining the business aviation landscape with its unmatched performance, signature smooth ride and innovative design. We are thrilled to be providing our longtime, valued partner NetJets with its first Global 8000 aircraft. NetJets' clients will now experience the revolutionary performance and unmatched luxury the Global 8000 delivers – the most impressive business jet in the skies.»

Patrick Gallagher, President of NetJets Aviation, added, "Our long-standing partnership

with Bombardier has been built on a shared vision of excellence and innovation. The Global 8000 is the ultimate expression of that partnership, and we are proud to be the first to bring this remarkable aircraft to our fleet. The range and features of the Global 8000 perfectly align with NetJets' commitment to offering safety, service, and access at an extraordinary level."

Inside, the Global 8000 features the longest seated length in its class along with signature cabin features including Bombardier's Pur Air System, Soleil circadian lighting system, and the lowest cabin altitude in production. These systems maximize passenger comfort and prevent jet lag, ensuring passengers arrive rested and refreshed. The aircraft also offers takeoff and landing performance comparable to a light jet despite its long-range capabilities.

Keywords: Bombardier, Global 8000, NetJets, first delivery, business aviation, Mach 0.95, 8000 nautical mile range, fleet launch customer, Pur Air System, private jet

BELL REVEALS NEW BELL 429 DESIGNER SERIES INTERIOR

Bell Textron Inc company, has revealed during VAI Verticon 2026 that it has launched new luxury interior options for the Bell 429 - the latest upgrade in the Designer Series offerings for the platform that was inspired by customer feedback to amplify their flight experience.

“The latest launch of the Bell 429 Designer Series highlights Bell’s commitment to elevating the flight experience through expertly crafted design and luxury materials,” said Rob Scholl, Chief Commercial Officer. “By combining the proven reliability of the Bell 429 platform with enhanced interior options, this configuration delivers an exceptional VIP experience tailored for corporate operators.”

Designed to deliver a true VIP experience, this interior is available in five elegant color schemes: Arctic Grey/Charcoal, Charcoal/Jet Black, Crimson/Jet Black, Sand/Jet Black, and Snow/Jet Black.

Key features include:

Forté Leather Upholstery: Premium Italian leather seats with custom stitching, Bell logo detailing, and color-coordinated restraints.

Composite Panels: Wrapped in leather for a soft, natural feel, enhanced sound dampening, and seamless elegance.

Reimagined Headliner: Luxurious Alcantara leather with a uniquely designed integrated LED lightbar, new ECS controls, and ambient washed LED lighting.



Upgraded Cabin Console: Available in four- and five-seat configurations, featuring additional storage, cupholders, a removable ice bin, dual USB-C plugins, and indirect floor lighting. Finished in five veneer options with white gold-plated accents.

Additional enhancements include:

Enhanced Pilot Storage: Integrated lockable cupholders in crew doors.

Anodized Door Sill Plates: Precision-crafted and Bell branded for a seamless transition into the cabin.

Premium Finishes: White gold-plated door latches and handles, wool carpet or simulated hardwood flooring, leather seat skirts, corporate soundproofing, and automatic door openers for crew, cabin, and baggage compartments.

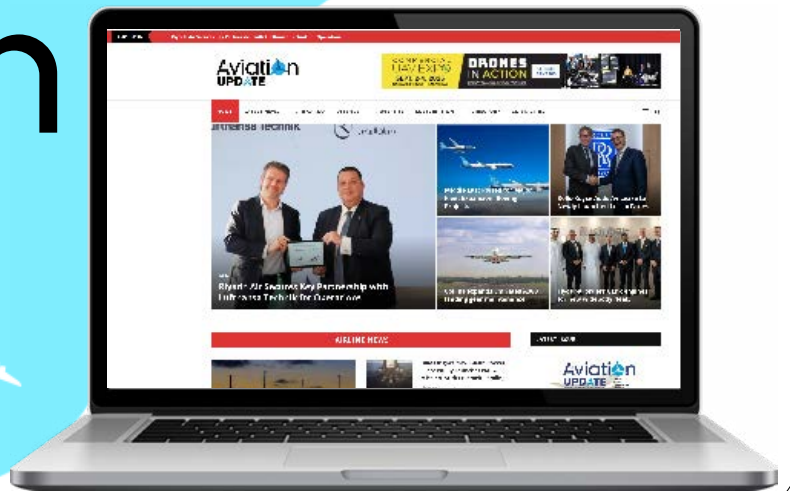
Bell launched the first Designer Series interiors with the Bell 429 at HAI Helicopter Expo 2022. Since then, Bell has completed several deliveries of Designer Series aircraft to customers from Japan, New Zealand and Indonesia and additional global operators.

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DHL GLOBAL FORWARDING EXPANDS ASIA-EUROPE AIR FREIGHT CAPACITY

DHL Global Forwarding is expanding its dedicated air capacity between Asia and Europe with the launch of new weekly flights connecting key logistics hubs Shanghai-Leipzig and Liège-Hong Kong. The new service strengthens DHL's cross-business collaboration between DHL Global Forwarding and DHL Express, further enhancing the Group's ability to serve the rapidly growing Asia-Europe trade lanes.

With the start of the summer aviation schedule, DHL Global Forwarding will operate weekly Boeing 777F rotations connecting Shanghai-Leipzig and Hong Kong-Liège, with onward distribution across Europe. The flights will offer substantial uplift for DHL Global Forwarding customers.

Henk Venema, Global Head of Air Freight at DHL Global Forwarding, stated, "Expanding our controlled capacity on the Asia-Europe corridor reinforces our commitment to reliability, speed, and resilience for our customers. The demand on that trade lane continues to grow at an exceptional pace, and strengthening our network ensures that we stay ahead of customer needs."

Leipzig, chosen due to its central role as a



major DHL Express aviation hub and its strong infrastructure for operational processing, will serve as a key gateway for shipments arriving from Shanghai. The connection supports DHL's broader strategy of leveraging its European hubs to maximize efficiency and meet demand surges, especially during peak seasons.

The Liège-Hong Kong connection will have a stopover in Tel Aviv, playing a key

role in supporting the market and ensuring reliable and continued service for customers. In cooperation with the operating airline partner, the flight may also accommodate limited cargo loading or offloading when required. The return leg from Hong Kong will feed directly into DHL's European distribution network.

In addition to the new Asia-Europe capacities, DHL is preparing further enhancements across its intercontinental air network. Plans include increased transpacific uplift between South-East Asia and the United States later this year.

Travis Cobb, EVP Global Operations and Aviation at DHL Express, said, "This cross-divisional collaboration demonstrates our commitment to supporting global trade flows. By joining forces across DHL Global Forwarding and DHL Express, we ensure that customers benefit from our combined strength as the world's leading logistics provider."

Keywords: DHL Global Forwarding, Asia-Europe air freight, Boeing 777F, Leipzig hub, Hong Kong, Shanghai, air cargo capacity, cross-divisional collaboration, transpacific uplift, logistics network

LUFTHANSA CARGO FIRST TO DEPLOY JETTAINER'S IOT ULD TRACKING SOLUTION

Lufthansa Cargo has become the launch customer for a new IoT-based ULD tracking solution developed by Jettainer, marking a milestone in the partners' long-standing cooperation. The technology will be rolled out across all ULD fleets for Lufthansa Cargo, fitting perfectly into broader efforts to strengthen digital transparency and operational efficiency. Implementation has already started. The announcement was made at the IATA World Cargo Symposium 2026 in Lima, Peru.

Jettainer is responsible for comprehensive ULD management for Lufthansa Cargo, encompassing global steering, positioning, maintenance, and repair of an extensive ULD fleet. This makes it one of the largest dedicated ULD fleets in worldwide cargo and passenger operations, ensuring high availability across Lufthansa Cargo's international route structure.

The new IoT tracking solution provides real-time visibility of ULD movements across the global network. Instead of relying solely on fixed airport



infrastructure, the system combines stationary and mobile readers, ensuring continuous tracking even at locations with limited technical setup. The system significantly reduces blind spots and creates reliable transparency throughout the entire ULD supply chain. Airlines gain precise information on location and dwell time of each unit, enabling faster reactions to irregularities and more data-driven steering. The enhanced insights reduce search efforts, support quicker recovery of misplaced equipment, and strengthen positioning and operational control.

Oliver von Götz, VP Global Fulfillment Management at Lufthansa Cargo, stated, "Digital transparency is a key success factor in today's air cargo industry. By partnering with Jettainer on the rollout of next generation IoT tracking, we are enhancing visibility across our ULD fleet and further improving reliability, efficiency, and quality for our customers worldwide."

Dr. Jan Wilhelm Breithaupt, CEO of Jettainer, added, "Lufthansa Cargo acting as the launch customer for our next generation IoT tracking solution marks a significant milestone for Jettainer. Managing a ULD fleet of this scale requires maximum transparency, reliable data, and intelligent steering. Together, we are setting a new standard for digital ULD management and strengthening operational control across the global network."

Keywords: Lufthansa Cargo, Jettainer, IoT tracking, ULD management, real-time visibility, air cargo, digital transparency, IATA World Cargo Symposium, unit load device, fleet efficiency

CARGOLAND BY LGG AND CATHAY CARGO DELIVER EQUINE CHARTER TO HONG KONG



CargoLand by LGG and Cathay Cargo have demonstrated their expertise in specialized live-animal logistics, with LGG acting as the European gateway for transporting high-value competition horses to Hong Kong for a major international jumping event. The long-haul charter was conducted in cooperation with Peden Bloodstock, an internationally recognized specialist in elite sport horse and bloodstock transport.

At the core of the operation is the Horse Inn, CargoLand by LGG's dedicated on-airport equine facility accommodating up to 54 horses in individual, climate-controlled stalls. With direct airside access, horses are transferred seamlessly from stable to aircraft, minimizing transit times and avoiding exposure to ramp conditions. Veterinary services are available 24/7, and horses are also housed at the Horse Inn upon arrival before continuing by road to their final destinations.

For this charter, temperature conditions were maintained at an average of 15°C in line with shipper specifications. Aircraft environmental systems, including the Auxiliary Power Unit (APU), supported stable ground conditions, while four onboard grooms and veterinarians accompanied the horses throughout the journey to monitor their wellbeing. The operation was prepared nearly two months in advance with close coordination between stakeholders in Europe and Hong Kong.

Anand Yedery, Regional Head of Cargo Europe at Cathay, stated, "Transporting elite sport horses requires absolute precision and an uncompromising focus on animal welfare. LGG's dedicated equine infrastructure and seamless stable-to-aircraft process ensured optimal conditions throughout the operation."

Henry Bullen, Director at Peden Bloodstock, added, "Calmness, efficiency, planning, and the shortest possible transit times are essential in elite horse transport. The first-class facility at the Horse Inn and the experienced team managing it provided exactly the environment these horses require."

Frederic Brun, Head of Commercial Cargo & Logistics at Liege Airport, said, "CargoLand by LGG is built for operations like this. We combine dedicated infrastructure such as the Horse Inn with experienced teams and round-the-clock cargo operations. When transporting elite sport horses, welfare and precision always come first."

Keywords: CargoLand by LGG, Cathay Cargo, equine charter, live animal logistics, Horse Inn, Liege Airport, Peden Bloodstock, elite sport horses, Hong Kong, stable-to-aircraft

BOEING ADVANCES 777-8 FREIGHTER PRODUCTION WITH WING-BODY JOIN



Boeing teams have achieved a key production milestone on the first 777-8 Freighter by bringing the mid-fuselage together with its composite wings at the final assembly facility in Everett, Washington. The wings span 235 feet (72 meters), approximately twice the distance of the Wright brothers' first flight. Nearby, teams began outfitting forward and aft fuselage sections with systems and wiring.

The 777-8 Freighter has secured 68 orders from customers worldwide. "We're building on the success of the legacy 777 Freighter," said Jens Biemann, design engineer lead. "This is going to be an airplane that will help customers be successful in their businesses."

Pedro Landa, assembly installer, stated, "This is something to be proud of. It's a whole new freighter that our customers are excited about, and we're excited to be building something brand new. This is the first one and it isn't a seamless effort yet. But we rely on each other, count on one another, and succeed as a team."

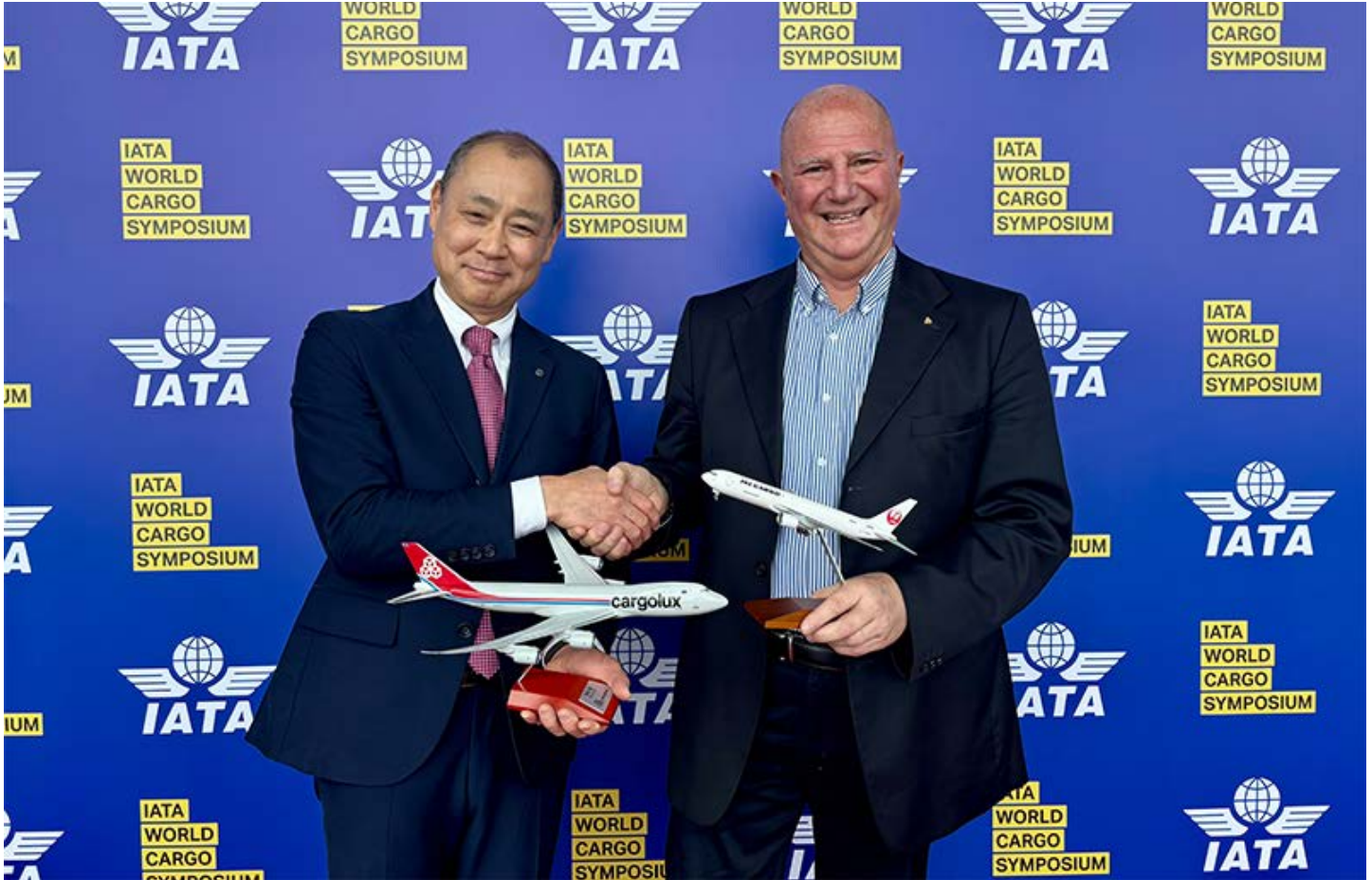
Madalin Bustescu, team lead, added, "To be able to look up in the sky and tell my daughter, 'I worked on those' - it's quite an achievement. There are no words to describe that feeling."

Jason Clark, 777/777X vice president and general manager and Everett site leader, said, "Nobody gets to build these beautiful airplanes but us. You should all be proud of what you're doing here today because you're bringing that next generation of airplane to life."

The team acknowledged challenges inherent in building a new airplane, from coordinating parts to becoming familiar with new installation plans, as they work across functions on the build.

Keywords: Boeing 777-8 Freighter, wing-body join, Everett facility, composite wings, freighter production, 777X, aircraft assembly, cargo aircraft, wing join milestone, Boeing freighter

JAPAN AIRLINES AND CARGOLUX STRENGTHEN PARTNERSHIP ON KEY ROUTES



Japan Airlines and Cargolux Airlines have commenced cooperation on the Narita-Luxembourg-Narita and Narita-Chicago-Narita routes starting April 1, 2026. The relationship between the two airlines has deep roots, dating back to July 1994, when JAL supported the introduction of Cargolux's service into Komatsu airport.

By launching this new cooperation, connecting Narita and Luxembourg, a prime European cargo hub, through JAL codeshare flights on Cargolux operating flights, and Narita-Chicago-Narita through interline transferred space on JL flights, both airlines will combine their respective networks to offer enhanced air cargo services to a broader range of customers across Asia and Europe. JAL and Cargolux are committed to meeting robust cargo demand on the Asia-Europe and Asia-North

America routes, contributing to logistics infrastructure development and creating new value through seamless global logistics.

Yuichiro Kito, Executive Officer of Cargo and Mail Division at JAL, stated, "With the launch of this cooperation with Cargolux, we have secured scheduled freighter space on key European routes, allowing us to build an even more robust and stable air cargo network across the vital arteries of global commerce linking Asia with both the Americas and Europe. In addition to JAL's passenger flights and freighter network connecting Asia and the Americas, we will leverage this partnership with Cargolux to deliver JAL's high-quality cargo handling services to customers across an even broader area of Europe, centered around Luxembourg."

Pierandrea Galli, EVP of Commercial Planning at Cargolux Airlines, added, "Japan has long been a cornerstone market for Cargolux, and this partnership with Japan Airlines represents an important step forward for both carriers. These new transpacific routes will complement our existing services from Asia to North America. By combining our complementary networks and operational strengths, we can extend our reach into strategic global markets and deliver an expanded, high-quality offering to our customers, built on the trusted standards of excellence shared by Cargolux and Japan Airlines."

Keywords: Japan Airlines, Cargolux, partnership, Narita, Luxembourg, Chicago, codeshare, interline, Asia-Europe cargo, transpacific routes

LUFTHANSA CARGO POSTS SECOND CONSECUTIVE RISE IN BUSINESS RESULTS



Lufthansa Cargo significantly improved its business results in 2025 compared to the previous year. Revenue increased by four percent to 3.4 billion euros, while adjusted EBIT rose by 29 percent to 324 million euros. The adjusted EBIT margin improved by 1.8 percentage points to 9.5 percent. Available freight capacity expanded with 14.45 billion freight tonne kilometers offered, a 5.4 percent increase. Sales grew by seven percent year-on-year to 9.1 billion freight tonne kilometers. The average load factor improved by 1.1 percentage points to 63 percent, and quality measured in “delivery on time” increased by 5 percentage points.

In addition to generally stable market demand and continued strong performance in Asian business, the BOLD MOVES corporate strategy significantly contributed to Lufthansa

Cargo’s success. BOLD MOVES has been implemented since the end of 2023 with the goal of firmly re-establishing Lufthansa Cargo among the world’s top three cargo airlines by 2030 based on Revenue Freight Kilometers.

Since June 2025, the company has been marketing the cargo capacities of ITA Airways, including nearly the entire continental and intercontinental network of the Italian airline, excluding routes to the U.S. and Canada until regulatory approval is granted. With Rome as the fifth hub, Lufthansa Cargo strengthens its presence in Southern Europe and will expand global bellyhold capacity by around 20 percent in the long term. Ashwin Bhat, CEO of Lufthansa Cargo, commented, “Being back among the top 5 global air freight providers already in 2025 is proof of the impact of our BOLD MOVES strategy and of the outstanding commitment and ambition

of our team worldwide. We have taken decisive steps to continue improving quality, customer satisfaction, and efficiency. Our partnerships with ITA Airways and Swiss WorldCargo open additional opportunities for our customers, bringing us closer to our goal of making Lufthansa Cargo one of the world’s top three air freight providers by 2030.”

Gregor Schleussner, CFO and CHRO of Lufthansa Cargo, added, “Lufthansa Cargo grew by 7.3 percent last year, more than double the growth of the overall market which stood at 3.4 percent. This development impressively underscores the quality, reliability, and economic strength of our business model.”
Keywords: Lufthansa Cargo, business results, revenue growth, EBIT, BOLD MOVES strategy, ITA Airways, bellyhold capacity, freight tonne kilometers, top three cargo airlines, Swiss WorldCargo

EMIRATES SKYCARGO DEPLOYS TWO ADDITIONAL FREIGHTERS TO INDIA



Emirates SkyCargo is deploying two additional weekly freighters to India, one to Mumbai and one to Ahmedabad, building on its four-decade commitment to the country. The cargo arm of the world's largest international airline continues to strengthen trade lanes and connect businesses in India with partners, suppliers, and customers worldwide, with an average uplift of 3,000 tonnes weekly.

Emirates currently serves India with three weekly freighters, one to Mumbai and two to Ahmedabad, as well as bellyhold capacity in 167 passenger services to nine gateways. The new freighter service to Mumbai will launch on March 4, 2026, connecting Dubai, Singapore, and India, while the Ahmedabad service will be a direct and dedicated freighter. The airline expects to carry key commodities such as pharmaceuticals, fresh fruits, vegetables, other perishables, and personal electronic devices on both freighters.

In addition to the freighters to India, Emirates SkyCargo will deploy a dedicated weekly freighter to Dhaka, Bangladesh, from April 2026, further expanding the airline's freighter network.

Badr Abbas, Divisional Senior Vice President of Emirates SkyCargo, stated, "Our new freighter frequencies to India reflect both the strength of India's trade corridors and our long-term commitment to supporting them. India is a powerhouse of manufacturing, pharmaceuticals, perishables, and eCommerce, and the demand for reliable and stable capacity continues to grow. These additional freighters bolster our existing operations by offering more connectivity and capacity."

As the third anniversary of the UAE-India Comprehensive Economic Partnership Agreement (CEPA) nears, bilateral trade is booming. Emirates SkyCargo moves goods every week including 600 tonnes of pharmaceuticals, 500 tonnes of perishables, significant tonnage of garments and textiles, and a growing number of personal electronics. Beyond aircraft capacity, Emirates SkyCargo has built a vast trucking network to reach more offline destinations across India. In 2025, over 1,000 trucks transported almost 5,500 tonnes of cargo. The airline recently added Coimbatore and Goa to its road network as offline stations, unlocking new opportunities for businesses in these cities.

Keywords: Emirates SkyCargo, India freighters, Mumbai, Ahmedabad, air cargo capacity, pharmaceuticals, perishables, UAE-India CEPA, trucking network, bellyhold cargo

LUFTHANSA CARGO INTEGRATES ADD-ON SERVICES INTO DIGITAL BOOKING PROCESS



Lufthansa Cargo has integrated its Add-on Services into the digital booking process, making them easier and more transparent for customers to access. Five Add-on Services, from "Sustainable Choice" to "smartULD," address specific requirements along the transport chain. Customers can add them to their booking individually with just a few clicks.

With its Add-on Services, Lufthansa Cargo enables customers to enhance airfreight transports with targeted additional services, from supporting the use of more sustainable aviation fuel to personally accompanying valuable works of art during ground handling or receiving real-time information on the status of temperature-sensitive shipments.

The offering builds on Lufthansa Cargo's modular product portfolio. Customers first select a "Product" and define the required "Speed" before adding suitable Add-on Services to their booking. The additional services are now even more closely integrated into the digital booking journey. At the end of the booking flow, all available Add-on Services for the selected Product, Speed, and route are displayed including transparent pricing and can be added with just a few clicks.

The integration of the services "toDoor" and "Insurance" into the digital booking process is still in progress. With this portfolio, Lufthansa Cargo serves frequently requested customer needs along the transport chain and provides additional flexibility for designing individual logistics solutions. The modular offering allows customers to expand their bookings with targeted additional services and tailor transport solutions even more flexibly to their individual requirements.

Keywords: Lufthansa Cargo, Add-on Services, digital booking, Sustainable Choice, smartULD, airfreight, modular product portfolio, transparent pricing, toDoor, Insurance

ATLAS AIR WORLDWIDE ORDERS 20 AIRBUS A350F FREIGHTERS IN LANDMARK DEAL



Atlas Air Worldwide Holdings has announced a firm order for 20 Airbus A350F freighters, with options for an additional 20 aircraft, making Atlas the largest customer for the all-new large widebody freighter platform. The order secures early delivery positions for this next-generation aircraft, representing a key investment in the Company's long-term fleet strategy. Deliveries are expected to begin in 2029 and be completed in 2034. The A350F, powered by Rolls-Royce Trent XWB-97 engines, will support strategic expansion and broaden Atlas' fleet offerings across global cargo and charter markets, offering strong payload-range capability and fuel efficiency. These aircraft will complement the Company's existing fleet of 113 aircraft including Boeing 747s, 777s, and 767s, further strengthening Atlas' position as the world's largest widebody freighter operator with approximately 13 percent

market share.

Michael Steen, Chief Executive Officer of Atlas Air Worldwide, stated, "We are proud to become the largest customer for the Airbus A350F, securing early delivery positions for this next-generation widebody freighter platform. This order reflects our commitment to maintaining the industry's most modern and fuel-efficient widebody freighter fleet to best serve existing and new customers worldwide. As retirements of older widebody freighters accelerate, the large widebody freighter market will remain constrained, with limited new capacity entering the market. This strategic investment reinforces our long-term confidence in global airfreight demand and positions Atlas to meet that demand and support future growth."

Lars Wagner, CEO Commercial Aircraft at Airbus, added, "We are proud to welcome Atlas, the leading

global widebody freighter operator, to the Airbus family and are committed to a long-term partnership as Atlas introduces this new platform into its fleet. The A350F delivers unmatched efficiency, performance, and sustainability, and we very much look forward to seeing it flying in Atlas' colors."

The A350F offers a payload of approximately 109 tons and a range of 4,700 nautical miles, making it well-suited for long-haul cargo operations. Its advanced composite airframe and fuel-efficient engines reduce carbon emissions by up to 40 percent compared to older generation freighters. The order positions Atlas Air Worldwide for sustained earnings growth while modernizing its global fleet.

Keywords: Atlas Air Worldwide, Airbus A350F, freighter order, widebody freighter, Rolls-Royce Trent XWB-97, fleet modernization, air cargo, Michael Steen, Lars Wagner, large widebody

LÖDIGE INDUSTRIES LAUNCHES CARGO DIRECT FOR INTELLIGENT TERMINAL ORCHESTRATION



Lödige Industries has introduced Cargo Direct, a new software module designed to optimize workflows and capacity utilization by intelligently linking air waybill (AWB) data with all terminal resources in real time. Air cargo terminals are facing increasing volume pressure, labor constraints, and growing process complexity just as airlines concentrate flows through fewer, high-intensity hubs that must deliver predictable performance under volatile conditions.

By reducing unnecessary movements and synchronizing handling resources with shipment priorities, Cargo Direct helps terminals increase throughput. It stabilizes operations during peak periods and enables more efficient use of existing infrastructure. Best-practice implementations show significant efficiency gains: streamlined process flow leads to shorter handling times and improved asset utilization, unlocking throughput without expanding existing infrastructure. While equipment automation increases mechanical performance, intelligent orchestration delivers consistent, repeatable operational throughput. Cargo Direct consolidates shipment data, special handling codes, terminal layout, equipment

availability, and personnel resources into a single, continuously updated activity plan. Instead of merely recording user actions, the system actively determines and instructs the next optimal process step for each cargo unit. Historically, large-scale automated terminals often struggled to match the operational transparency and responsiveness of smaller facilities. Cargo Direct enables large hubs to deliver visibility and control traditionally associated with smaller terminals, but at significantly higher scale.

Each cargo unit, whether ULD, in-house pallet, or individual package, is identified via hand-held scanners connected through WLAN or 5G. Based on scanned data, Cargo Direct automatically directs cargo to its next optimal destination, such as storage location, inspection station, X-ray screening, or build-up workstation. User interaction is reduced to a structured “scan-and-confirm” workflow, while exceptions such as damaged cargo or partial shipments are managed within the system logic.

Put-away and retrieval strategies are dynamically optimized to minimize travel

distances and reduce waiting times at workstations. Landside processes benefit from early door and gate assignment based on shipment content, layout constraints, and operational priorities. Additional data sources, such as volume and weight information captured via smart gates with 3D scanning, can be integrated to improve ULD build-up density and increase overall terminal capacity.

Philippe De Backer, CEO of Lödige Industries, stated, “Digitalization in air cargo must go beyond data visibility. The real opportunity lies in intelligent, real-time operational orchestration where shipment data, equipment, and resources are managed as one coordinated system. By closing the gap between equipment automation and true process automation, Cargo Direct helps terminals deliver consistent, repeatable operational throughput while supporting hub connectivity and schedule resilience.”

Keywords: Lödige Industries, Cargo Direct, intelligent terminal orchestration, air cargo, air waybill, real-time optimization, process automation, ULD handling, throughput efficiency, digitalization

AIR CANADA CEO MICHAEL ROUSSEAU TO RETIRE IN 2026



The Board of Directors of Air Canada has announced that Michael Rousseau will retire by the end of the third quarter of 2026, following nearly two decades of leadership that has strengthened the airline's position both domestically and internationally. Rousseau will continue to lead the company and remain on the Board until his departure.

Succession planning has long been a priority for the Board. A comprehensive internal development programme for high-potential executives has been underway for more than two years. In addition, an external global search was launched in January 2026 to identify candidates with the skills and experience required to lead Canada's national airline, headquartered in Montréal, Québec. The Board will assess candidates against a range of performance criteria, including the ability to communicate in French.

Rousseau has recently faced criticism for failing to offer condolences in French, one of Canada's two official languages, after an Air Canada Express jet collided with a fire truck at New York's LaGuardia Airport, resulting in the deaths of two pilots.

Keywords: Air Canada, Michael Rousseau, CEO retirement, succession planning, Canadian airline, executive transition, Board of Directors, national airline, Québec, leadership change

INDIGO APPOINTS WILLIAM WALSH AS CHIEF EXECUTIVE OFFICER



The Board of InterGlobe Aviation Limited (IndiGo) has appointed Mr. William Walsh as Chief Executive Officer, subject to regulatory approvals. Mr. Walsh's tenure at IATA concludes on July 31, 2026, and he is expected to join no later than August 3, 2026. He is currently the Director General of IATA and was formerly CEO of British Airways and IAG, the holding company for Aer Lingus, British Airways, Iberia, Level, and Vueling.

Vikram Singh Mehta, IndiGo's Chairman, stated, "I am thrilled that Willie will be at the helm of IndiGo. He is an exceptional global aviation leader with a stellar track record across several airlines. His experience in managing large scale airline operations and navigating complex market dynamics makes him ideally suited to lead IndiGo for continued growth in an ever evolving and competitive international aviation environment."

Rahul Bhatia, Managing Director of IndiGo, added, "As we enter a new phase of transformation and growth, I am delighted to welcome Willie to IndiGo. He is an iconic and accomplished aviation leader and brings a rare combination of global perspective, operational expertise, deep industry experience, and values driven leadership."

Mr. Walsh's career highlights include roles as pilot, COO, and CEO of Aer Lingus (2000-2005); CEO of British Airways (2005-2011); CEO of IAG (2011-2020); and Director General of IATA. In his new role, he will be responsible for overall management and strategic direction, focusing on transformational initiatives to strengthen operational performance, advance network and commercial strategy, and enhance customer experience.

Commenting on his appointment, Mr. Walsh said, "I am delighted to have the opportunity to lead IndiGo. The airline has a strong foundation, a compelling vision, and an exceptional reputation. What stands out most to me are its people, their passion, professionalism, and commitment. The aviation landscape is evolving rapidly, and IndiGo is extremely well-positioned to be at the forefront of this change."

Keywords: IndiGo, William Walsh, CEO appointment, IATA, British Airways, IAG, Aer Lingus, Indian aviation, airline leadership, InterGlobe Aviation

FL TECHNICS WHEELS AND BRAKES APPOINTS VYTAUTAS JANKAUSKAS AS CEO



FL Technics Wheels and Brakes has appointed Vytautas Jankauskas as its new Chief Executive Officer. He brings extensive international leadership experience to the role, most recently serving as CEO of BAA Training Vietnam, where he led organizational growth and operational improvements. His appointment reinforces the company's commitment to operational excellence and long-term expansion across Europe.

Vytautas Jankauskas stated, "Joining FL Technics Wheels and Brakes is a tremendous opportunity. I look forward to contributing to the company's growth, strengthening its European MRO footprint, and supporting our teams in delivering high-quality, reliable maintenance solutions to our clients." FL Technics Wheels and Brakes operates a rapidly expanding workshop network across Europe, providing comprehensive maintenance, repair, and overhaul services for aircraft wheels and brakes. The company continues to support airlines as they increasingly outsource maintenance, with the goal of building Europe's largest wheels and brakes MRO network. With this leadership appointment, the company further strengthens its management team to meet growing demand and maintain its position as a trusted partner in aviation maintenance.

Keywords: FL Technics, Vytautas Jankauskas, CEO appointment, wheels and brakes, MRO network, aircraft maintenance, BAA Training Vietnam, European expansion, component maintenance, aviation leadership

AFI KLM E&M ANNOUNCES LEADERSHIP CHANGES ACROSS GLOBAL OPERATIONS



Air France Industries KLM Engineering & Maintenance (AFI KLM E&M) has announced that Géry Mortreux, Executive Vice President of Air France Industries, will leave Air France-KLM effective May 1, 2026, after nearly a decade in the role. He has chosen to begin a new chapter in his career. Alongside this transition, AFI KLM E&M has confirmed a series of senior management appointments.

Vincent d'Andrea will be appointed Executive Vice President of Air France Industries from May 1, 2026. Reporting to Anne Rigail, CEO of Air France, he will continue to represent all maintenance activities within the Air France Executive Committee. A graduate of École Centrale de Paris, d'Andrea began his career at Air France in 1998. After leading subsidiary CRMA, he joined AFI KLM E&M in 2014 as Group Component Product Director, and since 2018 has served as SVP Engineering & Airframe Maintenance.

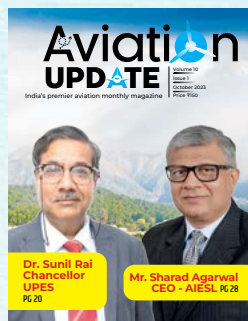
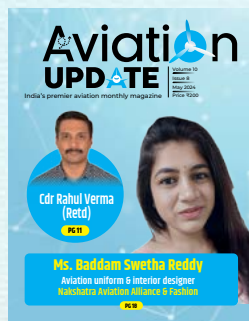
Gilles Mercier will take on the role of SVP Airframe Maintenance from July 1, 2026, succeeding d'Andrea. He will transition from his position as CEO of Barfield, the group's US-based subsidiary, a role he has held for three years. Mercier joined the group in 2008 and has held roles including Head of Costing and Pricing, Engine Business Unit Manager, Chief Transformation Officer, and Chief of Staff before joining Barfield in 2019. Tommaso Auriemma has been appointed CEO of Barfield, effective July 1, 2026. He brings more than 26 years of experience in the global MRO sector. Currently Vice President Sales for the Asia-Pacific region at AFI KLM E&M and based in Singapore, he will relocate to Florida to lead the company from its headquarters. He began his career in Italy in component shops and base and line maintenance, before moving to France where he held senior roles in engineering and procurement. He later served for six years as CEO of Aerotechnic Industries in Morocco.

Magali Jobert has been appointed Vice President Sales Asia Pacific, effective July 1, 2026. She began her career at age 16 at Air France's Training Centre, qualifying as an aircraft mechanic. With expertise spanning operational maintenance, industrial customer support, and strategy, she has held numerous leadership roles, most recently as VP Component Asset Manager & Aerostructure, focusing on strategic asset management for industrial clients.

Keywords: AFI KLM E&M, leadership changes, Géry Mortreux, Vincent d'Andrea, Gilles Mercier, Tommaso Auriemma, Magali Jobert, Barfield, MRO sector, Air France Industries

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