Aviation UPDATE

India's premier aviation monthly magazine

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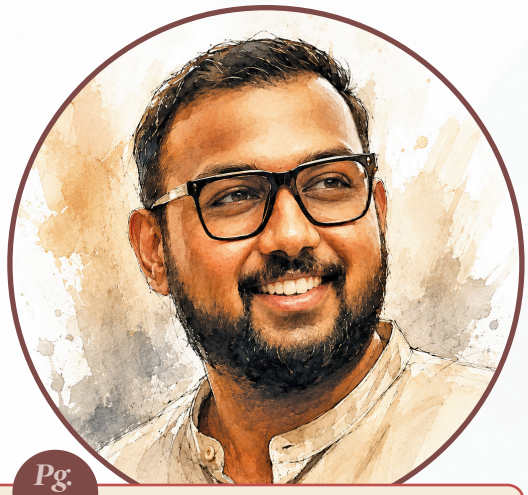

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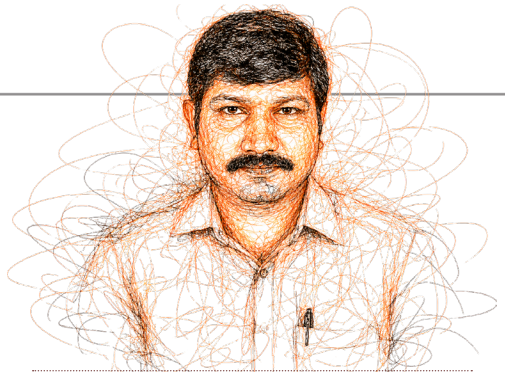


B. KARTIKEYA

India's Ascent in Aerospace: From Supply Chain to Clean-Sheet Innovation

The May 2026 edition of Aviation Update captures a defining moment for Indian aerospace. Two exclusive interviews—with Manish Singhal of Bodo Möller Chemie India and Vishnu Ramakrishnan of The ePlane Company—reveal an industry transitioning from component-level participation to system-level leadership.

Aerospace & Defence Supply Chain

Manish Singhal underscores a critical inflection point: India's aerospace ecosystem now demands global-grade infrastructure. Bodo Möller Chemie's new AS9120-certified warehouse in Bengaluru is not merely a storage facility—it is a strategic enabler. By localising temperature-sensitive aerospace adhesives, sealants, and surface treatment materials, the company directly addresses the supply chain fragility that has long forced Indian OEMs and MRO players to endure lengthy lead times. Singhal rightly notes that the drone industry alone, valued at over USD 2 billion, requires mission-critical materials with precise cold-chain integrity. This investment signals that global suppliers now view India as a manufacturing destination, not just a market.

Advanced Air Mobility & Clean-Sheet Design

Vishnu Ramakrishnan offers a bolder vision. The ePlane Company, India's first private firm to secure DGCA Design Organisation Approval, is pursuing type certification for its e200x eVTOL aircraft. His perspective is striking: legacy aviation is a "locked-in world" where Indian engineering talent has historically supported foreign programmes. Electric aviation, he argues, is a complete reset—requiring fresh aerodynamics, composites, propulsion, batteries, and software. India's existing depth in these domains now converges with regulatory intent. The decision to launch with an air ambulance variant is pragmatic; emergency medical services in congested cities represent an immediate, life-saving use case that bypasses the slower adoption curve of passenger air taxis.

The Road Ahead

Together, these interviews frame a coherent narrative. India's aerospace ambitions are no longer about incremental MRO growth or component subcontracting. The runway is now set for indigenous design, certified manufacturing, and global competitiveness—provided industry and regulators move in lockstep. The message is clear: the country must produce not just pilots, but aviation managers, digital operations specialists, and certifiable IP owners. The foundation is being laid. Execution will determine whether India simply participates in the next aviation chapter—or helps write it.

GKN AEROSPACE AND US AFRL TO ADVANCE ADDITIVE MANUFACTURING FOR AEROSTRUCTURES

GKN Aerospace has announced the launch of TITAN-AM (Titanium Industrialization and Technology Advancement for Near-net Additive Manufacturing), an $8.4 million programme in partnership with the U.S. Air Force Research Laboratory (AFRL). The initiative is focused on advancing and industrializing Laser Metal Deposition with Wire (LMD-w) technology to enable next-generation aerostructures.

The TITAN-AM programme will address five critical areas required to enable LMD-w for aerospace structural applications:

- Industrialization of LMD-w processes for large-scale titanium aerostructure components
- Development of robust titanium material datasets to ensure structural performance and reliability
- Advanced simulation capabilities to optimize structural design and manufacturing outcomes
- Non-destructive inspection (NDI) techniques tailored for additive manufacturing processes
- Demonstration of the technology on selected aerospace structural components

The programme will be executed from GKN Aerospace's Global Technology Centre in Fort Worth, Texas — a hub for advanced manufacturing innovation and collaboration with U.S. defence and aerospace partners.

David Bond, CTO of Airframes at GKN Aerospace, stated: "TITAN-AM represents a significant step forward in additive manufacturing for aerospace structures. By combining our deep manufacturing expertise with AFRL's vision, we aim to accelerate the readiness of LMD-w technology and demonstrate its value on operational titanium structural components."

GKN Aerospace brings more than 20 years of experience in additive technologies and is recognized as a global leader in large-scale additive manufacturing for aerospace structures. The collaboration reinforces GKN Aerospace's commitment to advancing additive manufacturing technologies that deliver lighter, stronger, and more sustainable structural solutions for defence and commercial aerospace platforms.

By leveraging LMD-w, TITAN-AM aims to reduce material waste, shorten production lead times, and increase design freedom for complex aerostructures. GKN Aerospace is already in serial production of major additively manufactured structures that are flying today, including the fan case mount ring for the Pratt & Whitney GTF (Geared Turbofan) engine family — produced using additive manufacturing in Sweden and the United States and in service on aircraft such as the Airbus A220 and Embraer E195-E2.

Thales Launches FlytEDGE Aura: The Power of FlytEDGE with a Future-Ready IFE Seat-End

Thales has unveiled at Aircraft Interiors Expo 2026 its new seat-end IFE solution for the award-winning cloud-native FlytEDGE platform, powered by the Onboard Data Center. FlytEDGE Aura is positioned as the lightest, brightest, and most powerful IFE solution on the market.

Welcome to Your See Suite: FlytEDGE Aura features Thales' industry-first 4K HDR10+ Tandem OLED displays, delivering unparalleled brightness, best-in-class contrast ratio, and superior durability. Key features include:

- World-class design: An elegant display with thinner bezels for a wider viewing surface, plus a sleek port module 80 percent smaller than previous systems to unclutter passenger space.
- An audiophile's dream: Two Bluetooth 6.0 connections enable seamless device pairing and high-quality wireless audio — the fastest and most accurate connection in the air.
- More power for everyone: Up to 120W of fast-charging power through dual USB-C ports, capable of charging demanding laptops 33 percent faster than any other solution on the market.
- A backup for your backup: WiFi 7.0 in every seat offers maximum redundancy to leverage the power of the Onboard Data Center.

Performance Like Never Before: FlytEDGE Aura delivers a suite of capabilities and state-of-the-art technologies:

- Ultra-smart, ultra-fast displays powered by a cutting-edge Qualcomm processor embedded in each display — six times more powerful than before
- The most powerful, compact, and intelligent seat box, providing 350W of power in a remarkably compact design, with advanced power-management technology supporting quad-seat configurations

Intelligent Design, Architected for Tomorrow

FlytEDGE Aura is engineered for efficiency with superior modularity and flexibility:

- More than 30 percent lighter than the previous generation, contributing to reduced fuel consumption and CO2 emissions
- Three-part modular display (smarts, port, and screen modules) enables lightning-fast on-wing repairs, reducing maintenance time by up to 50 percent
- Upgradable design for straightforward future upgrades, ensuring fleets remain future-proof

Kurt Weidemeyer, Vice President of Product Management for InFlyt Experience at Thales, stated: "We are extremely excited to introduce to the world Thales' latest innovation for FlytEDGE: FlytEDGE Aura — the lightest, brightest, and most powerful IFE solution on the market built for the demands of today and tomorrow. FlytEDGE Aura combines timeless design and stunning displays with future-proof technologies, empowering airlines to deliver extraordinary inflight experiences while ensuring their fleets are ready for the future."

Biman Bangladesh Airlines Orders 14 Boeing 787 Dreamliner and 737 MAX Jets

Boeing and Biman Bangladesh Airlines have announced that the national carrier has placed its largest-ever order, selecting 14 Boeing 787 Dreamliner and 737 MAX airplanes to expand and modernize its fleet.

The new order includes:

- Eight 787-10s — Biman's first order of the largest 787 variant — to serve high-demand flights to the Middle East
- Two 787-9s to support long-haul service to Europe and North America
- Four 737-8s — the airline's first 737 MAX order — to efficiently connect Bangladesh with destinations across the Middle East, India, and Southeast Asia

Kaizer Sohel Ahmed, Managing Director and CEO of Biman Bangladesh Airlines, stated: "The new fuel-efficient, technologically advanced aircraft will modernize Biman's fleet, sharpen operational performance, and extend its international route network — strengthening Bangladesh's position in the global aviation market."

Biman currently operates a fleet of 14 Boeing airplanes — 787-9s, 787-8s, 777s, and Next-Generation 737s — on its long-haul and short-haul international networks. The airline will boost passenger and cargo capacity while improving fuel efficiency with the 787-10, which offers the lowest cost per seat of any widebody airplane.

The 737-8 will support Biman's single-aisle fleet renewal and help the carrier meet growing regional demand. The 737 MAX and 787 families deliver a 20 to 25 percent fuel-use improvement compared to the airplanes they replace.

Paul Righi, Boeing Vice President of Commercial Sales and Marketing for Eurasia, India, and South Asia, added: "We are proud to build on our partnership with Biman with this order and support their strategy to modernize their fleet, expand their network, and enhance the passenger experience. The 787-10 delivers unmatched efficiency and seamless commonality with Biman's existing 787s, while the 737-8 is the ideal bridge from their 737 fleet with its versatility, fuel savings, and crew commonality."

The 787-10, like the 787-9 and 787-8, offers passengers a comfortable cabin experience with the largest windows of any widebody jet, air that is less dry and pressurized at a lower cabin altitude, and technology that senses and counters turbulence for a smoother ride.

Biman currently flies from Dhaka, Bangladesh, to 22 international destinations, including major hubs in the Middle East, South and Southeast Asia, and Europe. The airline's longest route is the service to Toronto via Istanbul on a 787-9.

Ethiopian Airlines Converts Options of 6 Boeing 787 Dreamliner Airplanes into Firm Orders

Boeing and Ethiopian Airlines have announced the purchase of six 787 Dreamliner jets as the airline fully exercises commitments from its 2023 landmark order. Ethiopian Airlines will use the 787-9 jets to expand its intercontinental network from Addis Ababa and increase cargo capacity as demand for long-haul travel continues to rise.

Mesfin Tasew, Group CEO of Ethiopian Airlines, stated: "Converting the options of six Boeing 787-9 Dreamliner airplanes into a firm order is truly a proud moment for us. This order shows Ethiopian Airlines' sustainable growth and preparation for further achievements. By growing our fleet size with ultra-modern airplanes such as the Boeing 787-9 Dreamliner, we are further maintaining operational excellence and passengers' comfort."

Ethiopian Airlines operates Africa's largest 787 Dreamliner fleet, flying its 787-8 and 787-9 jets on intercontinental routes from Addis Ababa to high-demand destinations across Europe, Asia, and North America, as well as on key intra-African routes spanning the world's second-largest continent.

Anbessie Yitbarek, Boeing Vice President of Commercial Sales and Marketing for Africa, added: "We are proud that Ethiopian Airlines continues to look to the 787 Dreamliner to serve as the backbone of their fleet as they grow and modernize their operations, open new routes, and comfortably serve more passengers."

The 787 Dreamliner's versatility and reduced fuel use enable Ethiopian Airlines to efficiently transport passengers point-to-point across Africa while accommodating cargo in the belly of the airplane for high-demand trade lanes.

HONEYWELL TO FUEL PETROBRAS' FIRST LARGE-SCALE ETHANOL-TO-JET PROJECT IN LATIN AMERICA

Honeywell has announced that Petrobras has selected Honeywell UOP's Ethanol-to-Jet (ETJ) process technology for project development at its REPLAN refinery in São Paulo, Brazil. Once approved, the project will deliver up to 10,000 barrels per day of sustainable aviation fuel (SAF), representing the first large-scale ETJ initiative in Latin America.

Honeywell UOP's ETJ process technology uses ethanol as a widely available, renewable feedstock, providing an economically viable pathway to rapidly scale SAF production. Petrobras' use of ethanol as a feedstock further underscores its commitment to advancing sustainable energy solutions and reducing carbon emissions in aviation.

Ken West, President and CEO of Honeywell Process Technology, stated:

"Honeywell has a long history of providing innovative process technologies and technical expertise to reduce the cost of producing renewable fuels and help customers leverage new feedstock options. With Honeywell's ethanol-to-jet process technology, Petrobras is positioned to deliver low-carbon energy

solutions leveraging abundant agricultural byproducts to create fuel, helping meet global demand."

With SAF demand projected to grow significantly, refiners are turning to replicable and reliable technology solutions ready to accelerate production and support the aviation sector's increasing commitments to lower-carbon operations. By leveraging ethanol from Brazil — recognized as one of the world's most efficient biofuel industries — the proposed REPLAN ETJ facility is expected to help domestic and international airlines cut lifecycle emissions and broaden access to renewable jet fuel. The initiative reinforces Brazil's position as a future leader in SAF production.

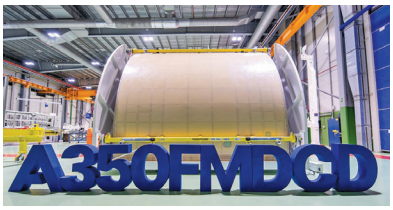
José Fernandes, President of Honeywell Latin America, added: "Brazil has the scale, feedstock, and technology partners needed to become a global powerhouse in sustainable aviation fuel. This project is a major milestone for the region and demonstrates how strategic collaboration can accelerate Brazil's role in the energy transition."

Petrobras and Honeywell share a long-standing relationship spanning refining technology, natural gas processing, and advanced automation systems, including the deployment of Honeywell's Experion PKS across Petrobras facilities. In recent years, the collaboration has expanded into renewable fuels, including Petrobras's 2024 decision to license Honeywell UOP HEFA process technology to produce SAF and renewable diesel at the Presidente Bernardes Refinery (RPBC) in Cubatão, using feedstocks such as soybean oil and beef tallow.

BENOÎT ROLLIER APPOINTED VICE PRESIDENT OF KLM ENGINE SERVICES

Air France Industries KLM Engineering & Maintenance (AFI KLM E&M) has announced the appointment of Benoît Rollier as Vice President of KLM Engine Services, effective April 1, 2026. He succeeds Martijn de Vries, who will assume the role of Senior Vice President Commercial on the same date.

Rollier brings extensive experience within KLM and the wider aviation sector, having held a range of strategic and executive positions across engineering and maintenance, supply chain, and finance. Most recently, he served as Vice President Engineering at KLM and as Chief Executive Officer and Managing Director of Spairliners, the joint venture with Lufthansa Technik.



Over the course of his career, he has developed deep expertise in the engine business. With this broad perspective, he is expected to continue the current strategic direction and further advance the development of KLM Engine Services.

KOREAN AIR DELIVERS 5,000 AIRBUS A320 SHARKLETS

Korean Air has delivered its 5,000th Sharklet for the Airbus A320 family, marking a key milestone in its aerostructures business and reinforcing its role in the global aerospace supply chain.

Korean Air celebrated the achievement with a ceremony on April 23 at its Busan Tech Center. Attendees toured the company's aerostructure manufacturing and MRO facilities, and Korean Air recognized 15 partner companies for their contribution to the program.

Jong Seok Yoo, Executive Vice President and Chief Safety and Operating Officer at Korean Air, stated: "This milestone reflects Korean Air's engineering excellence and long-standing partnership with Airbus. We will continue to advance our capabilities and uphold the highest quality standards to support the global aerospace industry." The Sharklet is an L-shaped wingtip device installed on A320 family aircraft that reduces drag, improving fuel efficiency and reducing carbon emissions. Korean Air was selected as a manufacturer for the A320 Sharklet program in 2010 following a competitive bid. Since its first delivery in July 2012, Korean Air has utilized its Auto Moving Line system to achieve significantly improved production capacity.

COLLINS AEROSPACE SECURES 3 AIRLINE LAUNCH CUSTOMERS FOR ITS HELIX MAIN CABIN SEAT

Collins Aerospace, an RTX business, has announced that three international airlines have selected its Helix main cabin seat for upcoming narrowbody aircraft deliveries. With installations confirmed across Airbus A320 and Boeing 737 family variants, the initial orders will cover approximately 200 aircraft.

Purposefully crafted to support passengers and the evolving demands of narrowbody air travel, Helix refines main cabin ergonomics with a deliberate design that invites tactile comfort and a rich set of customer-selectable amenities. Each seat provides passengers with additional living space while reducing weight compared to previous seat generations.

Steve Kotso, Vice President and General Manager of Commercial Seating for Collins Aerospace, stated: "Our airline customers are looking for cabin solutions to support the

next decade of narrowbody travel, particularly as fleets and network strategies continue to evolve. These launch customers reflect the strong demand for Helix to deliver the optimal comfort, efficiency, and durability needed to support this new age of single-aisle flight."

The Helix industrial design language merges form with function, reducing part count and complexity to improve passenger satisfaction while maintaining existing seating densities. Premium material selection and architectural design provide cost of ownership advantages, while a global aftermarket network ensures operational continuity throughout the product lifecycle. Helix seating is currently in development, with shipsets primed to deliver in coordination with aircraft delivery schedules near the end of 2027. Helix seating is on display this week at the Aircraft Interiors Expo.

SUM AIR ORDERS UP TO EIGHT ATR 72-600S

ATR, the world's leading regional aircraft manufacturer, has announced that SUM Air, Korea's newest regional airline, has placed an order for four brand-new ATR 72-600 aircraft, along with four additional purchase rights, with deliveries scheduled from 2028. The agreement was signed during the France–Korea bilateral economic forum held in Seoul, attended by the French President. This order marks a significant milestone for the airline, which began commercial operations in March 2026 with a leased ATR 72-600 from Avation.

Founded in 2022, SUM Air aims to reconnect Korea's most underserved regions — including future island airports and short-haul routes to neighboring countries such as Japan and China — with reliable, responsible, and affordable air mobility. The airline received its Air Operator Certificate (AOC) on March 10, 2026, following more than three years of preparation, personnel training, safety validation, and aircraft integration. This new order represents the next step in SUM Air's long-term vision, ensuring the airline can gradually expand its domestic and international network while supporting Korea's ambition to enhance

regional mobility.

Yongduck Choi, Chief Executive Officer of SUM Air, stated: "SUM Air, a regional air mobility airline, aims to strengthen regional connectivity across Korea and serve as a key part of the aviation infrastructure supporting regional revitalization through its partnership with ATR, a world-leading manufacturer of regional aircraft. Starting with the Gimpo–Sacheon route, we will build a spoke network linking inland and island airports. The aircraft acquired through this agreement will be deployed to operate routes to island airports such as Ulleungdo, Baengnyeongdo, and Heuksando. The ATR 72-600, optimized for short-haul operations, will play a pivotal role in enabling SUM Air to deliver air services that connect islands and regions across Korea."

Nathalie Tarnaud Laude, Chief Executive Officer of ATR, added: "The ATR 72-600 is designed exactly for the type of regional connectivity SUM Air aims to develop. Its short-runway performance will allow SUM Air to access island airports where jets cannot operate, and its fuel efficiency and cost effectiveness make routes viable that would otherwise not be sustainable. With this aircraft, SUM Air can reliably serve communities across Korea, from east to west and from the mainland to future island airports, while keeping operations economical and environmentally responsible."

ATR has long identified Korea as a market with significant untapped potential for regional aviation, forecasting a fleet of 25–30 ATR 72 aircraft in the country within the coming years. SUM Air's decision reinforces this outlook and reflects growing confidence in ATR's state-of-the-art turboprop technology as the right solution for Korea's geography and route structure.

CAE AND INTERGLOBE INAUGURATE NEW PILOT TRAINING CENTRE IN MUMBAI TO SUPPORT INDIA'S AVIATION GROWTH

CAE Simulation Training Private Limited (CSTPL), a joint venture between InterGlobe Enterprises and CAE, has inaugurated its fourth advanced pilot training centre in India. Located in Mumbai, the 44,000-square-foot state-of-the-art facility supports India's growing aviation training sector and strengthens domestic pilot training capacity.

The centre began operations with its first Airbus A320 full-flight simulator (FFS). A second A320 FFS is scheduled to enter service later this year, with capacity to scale up to six FFS over time in line with market demand.

This addition reinforces CSTPL's position as the largest pilot training organization in India. With established centres in Greater Noida, Gurugram, and Bengaluru, the network currently has a collective capacity of 16 full-flight simulators, with plans to scale to 23 in the coming years. The Mumbai centre will support comprehensive pilot training services, including type rating, recurrent training, and proficiency checks.

According to CAE's Aviation Talent Forecast, India will need approximately 22,000 new

pilots by 2034 to support the continued growth of its aviation sector.

The inauguration ceremony was attended by leadership teams from CAE, InterGlobe, and CSTPL, along with strategic stakeholders from across the aviation industry.

Alexandre Prévost, President of Civil Aviation at CAE, stated:"India is one of the fastest-growing aviation markets in the world, and the opening of the Mumbai centre strengthens our ability to support that growth with world-class training capabilities. It reinforces CAE's global Civil Aviation training network and is aligned with our broader transformation, focusing on disciplined capacity alignment and market-led growth. Delivered through CSTPL, in partnership with our long-standing partner InterGlobe, this centre expands domestic training capacity and provides airlines with access to advanced, high-fidelity simulation close to where they operate."

Aditya Pande, Group Chief Executive Officer of InterGlobe Enterprises, added: "The opening of our new pilot training centre in Mumbai is a defining milestone for India's aviation ecosystem and a testament to our unwavering commitment to excellence. For over 12 years, our strategic partnership with CAE has been at the forefront of aviation training in India, consistently evolving to meet the industry's needs. As the country's largest pilot training organization, this fourth centre significantly scales CSTPL's collective capacity to meet the critical demand for highly skilled pilots. We are proud to continue leading the way in nurturing aviation talent and driving the safety standards that support the growth of the industry."

Delta Air Lines Partners with Airbus on IFC Solution for the Airline's 20 New A350-1000s

Airbus has been selected by Delta Air Lines to equip its 20 A350-1000s on order, leveraging Airbus' HBCplus offering. With this selection, Delta became Airbus' first North American customer for its linefit connectivity solution.

Airbus will work with Delta and Hughes to equip Delta's A350-1000s with the multi-orbit in-flight connectivity (IFC) solution co-developed by Delta and Hughes, using Airbus' HBCplus as the foundation for aircraft integration. This solution utilizes HBCplus equipment and Hughes' "Fusion" IFC product. For the low Earth orbit (LEO) portion of Fusion, Airbus will support Delta in post-delivery modifications to complement the linefit installation with an electronically steered array (ESA) antenna.

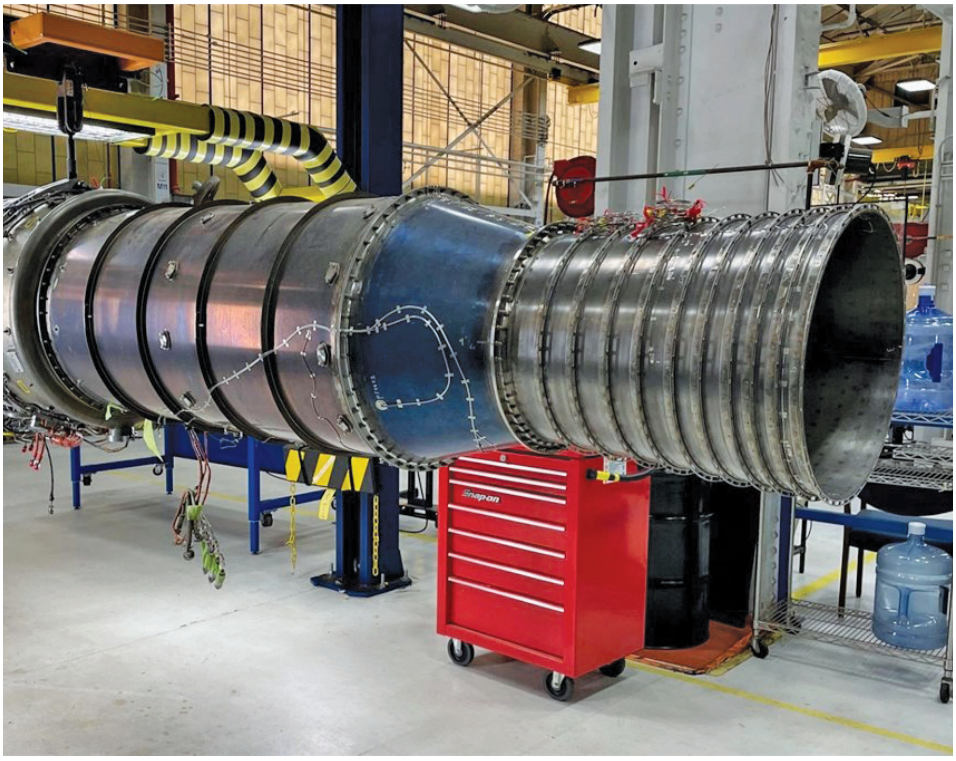
Joseph Eddy, Delta Air Lines Director of Cabin Programmes, stated: "Leveraging Airbus' industry-leading systems integration and engineering capabilities to integrate our Hughes multi-orbit IFC solution is a natural

partnership that is already bringing real value to our delivery streams."

Reza Rasoulian, Senior Vice President and General Manager of the Aviation Business Unit at Hughes, added: "Hughes is pleased to be included in this project. As a member of the Airbus HBCplus programme, Hughes delivers a multi-orbit in-flight connectivity solution. We look forward to our Hughes Fusion IFC technology elevating the passenger experience aboard Delta's A350-1000 fleet, ensuring seamless and reliable connectivity from gate to gate." Tim Sommer, Airbus Vice President and Head of Connected Aircraft Programme, commented: "Connectivity is at the heart of passenger expectations today, as well as a key enabler to improving aircraft operations. This project is the epitome of our long-time relationship with Delta Air Lines, and a great example of industrial collaboration."

Further building on this relationship and looking to the future, Airbus and Delta have agreed to explore the new HBCplus "modular" approach and integration with the Delta Sync platform to enable best-in-class passenger experience and enhance airline operational performance. HBCplus is Airbus' flexible high-bandwidth satellite connectivity solution offered as a linefit catalogue option and also for retrofit on all Airbus aircraft programmes. HBCplus enables airlines to connect to a choice of Managed Service Providers (MSPs) via a certified terminal and radome built as part of the aircraft. HBCplus "modular" is the next-generation version that can accommodate up to two antennas and connect to multiple satellite systems, giving airlines the flexibility to choose and update their vendor with an overnight retrofit.

GE Aerospace Signs Contract With IAF to Help Establish an In-Country Depot for F404-IN20 Engines



GE Aerospace tannounced a contract with the Indian Air Force (IAF) to establish an in-country depot facility for the F404 -IN20 engines that power IAF's Light Combat Aircraft Tejas fleet. The facility will be set up by the IAF with technical inputs from GE Aerospace and is expected to help India's indigenous defense sustainment effort. Once operational, the facility will eliminate the need to depend on the overseas repair centers, significantly improving turnaround times.

The depot facility will be owned, operated, and maintained by the Indian Air Force with GE Aerospace providing technical inputs, training, support staff, and the supply of necessary spares and specialized equipment. This collaboration marks the next step in the four decade-long partnership between GE Aerospace and the IAF.

"Our commitment to supporting India's armed forces continues to guide our collaboration and partnership in expanding local sustainment capabilities of the Tejas fleet," said Rita Flaherty, Vice President of Sales and Business Development for Defense & Systems at GE Aerospace.

"Through the upcoming depot facility, we will support the availability of the F404-IN20 engines for the Indian Air Force, ensuring they have ready access to cutting-edge technology to power their defense needs."

GE Aerospace is committed to developing India's aerospace ecosystem, spanning design, development, manufacturing, and sustainment for both commercial and military aviation. For example, 150 engineers have passed out of the company's local two-year Edison Engineering Development Program which develops engineering leaders. Several skilling initiatives over ten years have helped train over 5000 people with core manufacturing skills at the company's Pune factory.

In September 2025, the GE Aerospace Foundation, in partnership with United Way, launched Next Engineers at Bengaluru, the four-year college and career readiness program that will help 4000 young engineering aspirants.

Other than the Tejas, GE Aerospace engines also power the Indian Navy's P-8I maritime patrol aircraft and MH60R helicopters, as well as the Indian Air Force's AH-64 Apache helicopters, while LM2500 marine gas turbines provide the power for the INS Vikrant aircraft carrier and the P-17 Shivalik Class frigates.

Rheinmetall Naval Systems Begins Production of Intelligence Vessel Ahead of Schedule

Peene-Werft shipyard in Wolgast, the first steel cutting for the third and final Class 424 intelligence vessel in the series officially took place in the presence of representatives from the Bundeswehr (the German Armed Forces). The steel cutting took place much earlier than planned. Once commissioned, the intelligence vessel will be used jointly by the German Navy and the Cyber and Information Domain Service (CIR).

"Beginning the steel cutting early means that all ships of this class are now under construction. This is far more than just a technical milestone—it is a strategic signal. In the current geopolitical security environment, which is changing faster than ever before, we, as an industrial partner, are doing our part to accelerate strengthening defence capabilities. Speed is now a security-relevant factor—and this is exactly what we are focussing on," said Tim Wagner, CEO of Rheinmetall's Naval Systems division.

The approximately 130-metre-long Class 424 intelligence vessels will serve the German Armed Forces as reconnaissance platforms for maritime-based intelligence gathering and are equipped with state-of-the-art sensor technology. Their design meets the latest military requirements for future-proof naval ships. The total of three new vessels will eventually replace the units of the OSTE class.

NGC's B-21 Raider Powers Unmatched Long-Range Strike Capability

Northrop Grumman is accelerating American airpower with the B-21 Raider aircraft, advancing rapidly through its flight test campaign to deliver exceptional warfighting capability. With demonstrated aerial refueling, the B-21 proves it can go anywhere in the world and hold any target at risk to deter and defeat threats.

"Our teams are moving the B-21 Raider through testing at an unprecedented pace, continually proving its outstanding performance – including aerial refueling," said Tom Jones, corporate vice president and president, Northrop Grumman Aeronautics Systems. "We've designed and built a reliable, adaptable aircraft that is vital to our warfighters' missions, while operating with a sense of wartime urgency to accelerate production and deliver this capability.

" The B-21 Raider test campaign now includes aerial refueling, extending the stealth bomber's global reach and enabling longer, more efficient test sorties as critical weapons and mission systems evaluations continue.

As the most fuel-efficient bomber ever built, the B-21 consumes a fraction of the fuel used by fourth- and fifth-generation aircraft. This reduces demand for theatre tanker logistics and provides operational commanders with greater flexibility in force packaging.

With more than $5 billion invested in digital technologies and manufacturing infrastructure for the B-21 program, Northrop Grumman is accelerating its production, with the first aircraft planned to arrive at Ellsworth Air Force Base in 2027.

Expanded production capacity provides additional flexibility to increase the Raider fleet size aligned with future operational requirements. Northrop Grumman is positioned to deliver this capability at speed and scale, ensuring the U.S. Air Force maintains long-term global strike superiority.

Embraer Advances Upgrade of SABER M60 Radars for the Brazilian Army

Embraer has completed the upgrade of two SABER M60 radars operated by the Brazilian Army to version 2.0, under an ongoing contract to renew in-service equipment. The initiative is part of the Army's radar sustainment program and includes the upgrade of eight units, preserving Air Defense Artillery operational capabilities.

"We have already successfully begun operating the upgraded versions of the M60 radar. The system upgrades were carried out effectively, enhancing operational performance. Partnerships such as the one developed with Embraer have been fundamental in supporting the Brazilian Army in generating and maintaining new capabilities and in strengthening national sovereignty," said Major General Tales Eduardo Areco Villela, Director of Manufacturing of the Brazilian Army.

"The radar upgrade is a fundamental step to maintain the Brazilian Army's air defense capability over time. The SABER M60 version 1.0 radars underwent a mid-life upgrade process to version 2.0 through the application

of a Service Bulletin, incorporating the latest technological standard of the system, with gains in reliability, availability, and operational performance. This effort is essential to sustain operational capabilities and to standardize the equipment throughout the systems' life cycle," said Douglas Lobo, Vice President of Customer Support and Aftermarket Services at Embraer Services & Support.

In addition to hardware upgrades, the SABER M60 received significant software enhancements, including more robust signal processing algorithms, improved resistance to interference, and a redesigned operational interface, facilitating use by crews in complex operational environments.

Developed by Embraer in partnership with the Brazilian Army, the SABER M60 is a low-altitude surveillance and fire-control radar featuring 3D technology and a range of up to 60 kilometers, capable of simultaneously tracking up to 60 targets. The system can be integrated with missile- or gun-based air defense solutions, as well as with other air defense systems, including the Brazilian Aerospace Defense System (SISDABRA).

The radar also incorporates Low Probability of Interception (LPI) technology, reducing the likelihood of detection by hostile systems and enhancing its effectiveness in tactical scenarios. Easy to transport and quick to deploy, the SABER M60 is one of the main components of the Brazilian Army's low-altitude air defense, contributing to the protection of sensitive areas and strategic infrastructure.

Raytheon Delivers 1st Next Gen Jammer Shipsets to the RAAF

Raytheon, an RTX business, has delivered its first Next Generation Jammer (NGJ) pods to the Royal Australian Air Force.

NGJ is a cooperative development and production program with the Royal Australian Air Force (RAAF). It is an airborne electronic attack system containing active electronically scanned arrays that radiate in the mid-band frequency range. By disrupting enemy radars and communication systems, NGJ enables aircrew to remain undetected while airborne, allowing them to execute their missions with greater safety and effectiveness.

"This delivery marks a significant milestone in our collaborative efforts with the U.S. Navy and RAAF on NGJ," said Barbara Borgonovi, president of Naval Power at Raytheon. "This advanced technology will greatly enhance RAAF's electronic warfare capabilities, safeguarding vital assets on its aircraft and more effectively neutralizing adversary technologies across a wide range of missions."

Raytheon has been partnering with the U.S. Navy and RAAF since the inception of the NGJ program. This first delivery of shipsets occurred ahead of schedule in September 2025, with future deliveries continuing through 2026. Raytheon is also providing on-site deployment and maintenance support in Australia to help support operational and mission readiness.

NGC Awarded Glide Phase Interceptor Development Modification Contract

Northrop Grumman Corporation (NYSE: NOC) is expediting the development of the Glide Phase Interceptor (GPI) to address the growing threat of hypersonic missiles, to reach a Preliminary Design Review by 2028. This program, funded by the Missile Defense Agency (MDA), is a key component of the United States' layered missile defense strategy, designed to deliver first-of-its-kind counter-hypersonic capabilities.

As part of the contract, the team will:

- Conduct critical flight tests to reduce risk and refine system design.
- Expand multi-mission capabilities to enhance effectiveness and affordability for warfighters.
- Explore additional launch strategies for seamless integration into future national defense architectures.

Experts: Wendy Williams, vice president and general manager, launch & exploration, Northrop Grumman: "Northrop Grumman is moving with speed to streamline and deliver a first-of-a-kind countermeasure against hypersonic threats. This award underscores the critical need for missile defense technologies, which Northrop Grumman is uniquely equipped to provide."

Details on Program: The team continues to validate its GPI design through rigorous testing, including simulations of extreme temperature conditions and trials of interstage separation systems. Engineers are also progressing model integration with the Aegis Weapon System, ensuring seamless interoperability across the MDA's missile defense architecture to counter regional hypersonic threats.

As part of its role in the GPI Cooperative Development program in support of MDA and its Japan Ministry of Defense partner, Northrop Grumman remains committed to strengthening collaborative efforts that advance global security.

L3Harris Receives Rocket Motor Contract for US Long-Range Missile System

L3Harris Technologies has received a contract valued at more than $65 million to produce solid rocket motors for the Army Tactical Missile System (ATACMS), a combat-proven, long-range guided missile system.

L3Harris will fabricate, test and deliver M124 rocket motors, igniters, exit cones and associated components and services as part of the contract. Deliveries are scheduled to run from 2027 through 2028. "L3Harris remains focused on delivering advanced propulsion solutions to meet the needs of the ATACMS program," said Scott Alexander, President, Missile Propulsion, Missile Solutions, L3Harris. "These contracts demonstrate our ongoing commitment to equip the U.S. Army and allied forces with reliable, combat-proven missile technology that enhances operational readiness."

L3Harris has supported the Army's ATACMS program for more than 30 years with production centered in Camden, Arkansas. This location annually produces more than 115,000 solid rocket motors of various sizes, supporting a variety of programs, and conducts more than 6,000 hot-fire tests each year. L3Harris is undergoing a major solid rocket motor expansion effort in Camden to meet growing demand, building more than 20 new advanced propulsion facilities.

The company also produces ATACMS Arm and Firing Devices at its Cincinnati, Ohio, site.

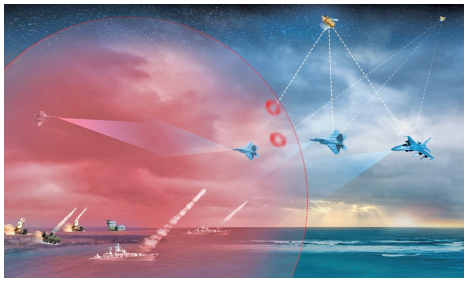
NGC Delivers Resilient Airborne Navigation System Resistant to GPS Jamming

Northrop Grumman delivered the first production unit of the EGI-M navigation system, designed to provide military users with accurate positioning, navigation and timing (PNT) data. The system is now modernized to support successful missions in high-conflict areas across the globe.

Upon full production, military customers will benefit from a unified hardware and software navigation solution that can be seamlessly integrated into platforms.

Key features include:

- Resilient and Trusted Navigation: The military-code PNT system, known as EGI-M, marks a significant advancement in airborne navigation technology by ensuring the reliability of navigation data in conflict zones. Further advancements include Blended Navigation Assurance, a capability that ensures GPS data is correct and safe, even when it's threatened.
- Flexible Software: EGI-M was designed with future growth in mind. Operators can host third-party PNT apps without Northrop Grumman involvement to tailor navigation functions. This allows EGI-M to integrate other complementary sensors and track various, non-GPS satellites.
- Path to Production: The design has undergone rigorous hardware and software testing to meet military specifications and performance standards to prepare for full-scale manufacturing.



Experts: Ryan Arrington, vice president, navigation and cockpit systems, Northrop Grumman: "Northrop Grumman has a strong legacy of delivering reliable and innovative navigation solutions to the U.S. military and our allies. Our latest modernized PNT system, EGI-M, enhances operational effectiveness and is built with the flexibility to defeat today's threats and adapt to future mission demands."

Lt. Col. Chris Grover, U.S. Air Force: "This advanced, resilient PNT receiver allows our U.S. military assets the ability to go where we want to, with the capability we need, at the time of our choosing.

Details on Program: Northrop Grumman is an industry leader of positioning, navigation and timing solutions for any mission, from underwater to outer space. Through advanced technology backed by precision manufacturing, our systems ensure that customers are equipped to navigate even under threat.

Northrop Grumman is a leading global aerospace and defense technology company. Our pioneering solutions equip our customers with the capabilities they need to connect and protect the world and push the boundaries of human exploration across the universe. Driven by a shared purpose to solve our customers' toughest problems, our employees define possible every day.

Quantum Systems and Destinus Partner to Deliver European Reconnaissance and Strike Capabilities

Destinus and Quantum Systems have entered into a strategic partnership to integrate reconnaissance, engagement coordination and strike systems within a unified operational framework. The partnership brings together Quantum Systems' reconnaissance systems and MOSAIC UXS software suite with Destinus' scalable strike systems. The resulting architecture is European-led, vendor-neutral and open, designed to connect reconnaissance assets, data exchange, and scalable strike systems for coordinated unmanned reconnaissance-strike operations.

As part of the partnership, Quantum Systems' MOSAIC UXS software suite and reconnaissance systems will be connected with Destinus' platforms in one shared workflow. By linking real-time operational data with Destinus' strike systems, the companies aim to enable faster cueing and engagement processes in complex environments.

Data collected by reconnaissance platforms is processed and distributed through MOSAIC UXS, making it available to Destinus' strike systems. The architecture is compatible with existing national and NATO command systems. All engagement decisions remain under human command authority.

The partnership is built on an open, vendor-neutral approach that allows systems from different providers to work together in one environment. This gives defence organizations the flexibility to combine the technologies that best fit their needs.

The collaboration responds to Europe's growing need for faster and more reliable coordination between reconnaissance and strike systems.

"Together, we are addressing a critical capability gap in Europe," said Martin Karkour, Chief Revenue Officer of Quantum Systems. "By combining our solutions with Destinus' strike capabilities through MOSAIC UXS, we enable the connection of sensors and effectors even over long distances."

"Europe needs a sensor-to-effect architecture that can be industrialized and scaled at pace," said Wouter Van Beek, Chief Commercial Officer of Destinus. "This alliance connects reconnaissance data with strike systems while keeping decision authority where it belongs, within existing command frameworks."

German Navy's Submarine Hunters Undergo 1st Checks in Hamburg

For the first time, the German Navy recently entrusted its new Boeing P-8A Poseidon maritime patrol aircraft to Lufthansa Technik Defense for scheduled maintenance. This milestone was celebrated this Monday in Hamburg at a ceremony attended by the First Mayor of the Free and Hanseatic City and the Commander of German Naval Aviation. The first checks of the state-of-the-art submarine hunters mark a turning point for Lufthansa Technik: for the first time, the company is performing work on potentially armed aircraft.

Dr. Peter Tschentscher, First Mayor of the Free and Hanseatic City of Hamburg: "Hamburg is a strong aviation hub and can contribute the expertise of its companies to the military sector as well. One example of this is the collaboration between Lufthansa Technik, Boeing and the German Navy in the maintenance and repair of the new P-8A Poseidon maritime patrol aircraft. It is important that the strengthening of Germany's defense capabilities involves German companies, thereby also generating positive value creation for our economy. I am pleased that the P-8A Poseidon project with the participation of Lufthansa Technik has come to fruition in Hamburg, and I wish everyone involved great success."

"Naval aviation is of strategic importance to our security. It represents the capability to monitor large maritime areas quickly and effectively, to detect, track, and – if necessary – engage submarines. With the P-8A Poseidon, we finally have such a long-range, networked, and state-of-the-art airborne submarine hunter at our disposal once again," said Captain Broder Nielsen, Commander of the German Naval Aviation Command. "This modernization is a security policy necessity and money well spent on our operational and alliance capabilities. But we also need industrial resilience, robust supply chains, and a fast pace across all areas. This includes companies that take responsibility and contribute to our country's defense out of their own conviction."

"With the first two successfully completed checks on a P-8A, Lufthansa Technik has proven that the company can also handle naval aircraft," said Stefan Rauscher, the responsible group leader at the Federal Office of Bundeswehr Equipment, Information Technology and In-Service Support (BAAINBw). "I am confident that we will establish the same trusting, efficient, and timely collaboration here that we have known and valued for years with the German Air Force's transport and special-mission aircraft."

"Military-registered aircraft have long been a common sight in our hangars, and yet the first Poseidon checks represent a novelty for us – for the first time in the company's history, our employees here are working on potentially armed systems," said Dr. Janna Schumacher, Chief Human Resources Officer of Lufthansa Technik AG and in the Executive Board responsible for the Original Equipment and Special Aircraft Services segment. "Together with the Navy, we are sustainably strengthening the operational readiness of the German Poseidon fleet and making an important contribution to the success of the German 'Zeitenwende'– by supporting those who defend our values every day."

Already in mid-March, the second Poseidon delivered to the German Navy (tactical designation 63+02) arrived at Lufthansa Technik's base in Hamburg for a so-called 90-day check. Currently, the Navy's first aircraft (63+01) is undergoing its first 180-day check. As part of these early checks, relatively minor maintenance tasks are being performed on the nearly new aircraft. These include, for example, various visual inspections, the lubrication of landing gear components, and special aircraft and engine washes for the Poseidon, which is regularly deployed in the salty air at low altitudes over the sea.

In November, Lufthansa Technik Defense signed a comprehensive contract with aircraft manufacturer Boeing covering numerous maintenance services for the German Navy's Poseidon fleet. These extend far beyond the aforementioned aircraft checks and include, for example, component support, engine condition monitoring, as well as operations management and trainings for technical personnel. In Lufthansa Technik, the German Navy has a partner with decades of experience with the Boeing 737, on which the military P-8A Poseidon is based.

Germany originally ordered five P-8As in June 2021 and purchased three additional aircraft of this type in 2023, bringing the total to eight. Currently, three of these are already in service with the German Navy.

In addition to Boeing and Lufthansa Technik, ESG Elektroniksystem- und Logistik-GmbH (now part of the HENSOLDT Group) is also part of the German industrial team that ensures maximum operational readiness for German naval missions. Worldwide, more than 200 Boeing P-8s are in service or on order in nine countries: the United States, Australia, India, the United Kingdom, Norway, New Zealand, the Republic of Korea, Germany, and Canada.

AIRBUS STRENGTHENS SOVEREIGN CYBER SECURITY WITH ACQUISITION OF QUARKSLAB IN FRANCE

Airbus has entered into an agreement for the acquisition of the French cyber-security company Quarkslab. This planned investment is another step of Airbus' strategy to reinforce its position as a trusted, sovereign partner for French authorities, while strengthening its presence in the European cybersecurity landscape. Closing of the transaction is subject to consultation with social partners as well as customary regulatory approvals, and is expected in the course of 2026. In less than a month, this is the second acquisition agreement in the field of cyber-security signed by Airbus Defence and Space.

Quarkslab is a privately-owned French cybersecurity company founded in 2011, with approximately 100 employees, primarily based in Paris and Rennes. Since 2020, the firm has been backed by Tikehau Capital, a global alternative asset manager. The company delivers cyber security solutions to help organisations protect critical assets, data, and users from cyberattacks. It also markets QShield, a comprehensive solution for software providers, to protect software against AI threats, safeguard data, secrets and code and to secure edge components, namely in the defence and aerospace industries, from being reverse

engineered by attackers or AI.

"Quarkslab's deep expertise and team are expected to join the fast-growing cyber activities within Airbus Defence and Space and to reinforce a resilient, sovereign cyber player in France and across Europe," said François Lombard, Head of Connected Intelligence business unit at Airbus Defence and Space. "This acquisition will strengthen our ability to build the digital shield required to help keep our home nations and allies ahead in the cyber-security domain."

Fred Raynal, CEO and Founder of Quarkslab, said "By going back to my roots at Airbus, where I first started professionally in cyber, I hope to extend the reach of Quarkslab. Europe needs stronger actors, and I believe Airbus is one of the few able to help us to scale for critical infrastructures and governments."

Through the deep expertise of its in-house QLab team, combined with the security solution QShield, Quarkslab provides tailored solutions that help protect the government and private sector from increasingly sophisticated attacks. Its cyber-security engineers and developers focus on research and development and foster innovation by creating a junction between academic research and concrete practice. Being already an Airbus supplier and partner, Quarkslab will complement Airbus' existing French sovereign capabilities of its cybersecurity business.

This move follows the successful acquisition of Infodas in Germany in 2024 and the planned acquisition of Ultra Cyber Ltd in the UK announced in March 2026, which strengthened Airbus' European sovereign capabilities of its cybersecurity business. Today, Airbus Defence and Space operates a truly pan-European cyber activity across France, the UK, Germany, Spain and Finland. They secure complex digital systems and networks that Airbus Defence and Space delivers to its customers, as well as provide critical customers, primarily governments, armed forces and institutions, with cybersecurity expertise and products.

AIRBUS TO ONBOARD ARTIFICIAL INTELLIGENCE IN FRENCH ARMED FORCES' INFORMATION SYSTEMS

The French Defence Procurement Agency (DGA) has awarded Airbus Defence and Space a framework contract worth up to €50 million for the integration of artificial intelligence components into the weapons, information, communication and cybersecurity systems used by the French armed forces.

The contract covers information systems delivered by Airbus Defence and Space and Airbus Helicopters. Within this framework, Airbus and the DGA are working in collaboration with the Ministerial Agency for Defence AI (AMIAD), created in May 2024 to enable France to master these technologies and avoid dependence on other nations. It is part of the ministerial strategy on artificial intelligence for defence, which aims to address the challenge

of sovereignty in this field and develop the use of AI for military operations.

The first stage of this contract will consist of increasing the capabilities of Spationav, the French maritime surveillance system with AI elements that will enable the automated merging of surveillance data from satellite systems and Spationav.

Many other potential uses are being or will be explored, particularly in the fields of intelligence, cybersecurity and connectivity, such as real-time assistance in the management and optimisation of military telecommunications networks.

With the proliferation of sensors (satellites, radars, drones, smartphones, social networks) generating massive amounts of data, only AI can process it efficiently and quickly. The aim is to save humans time in activities they already carry out, as well as to perform tasks that are impossible for humans to complete, given the urgency of the situation or the excessive volume of data to be processed. The other major challenge associated with AI is the ability to store, archive and structure all the data that feeds it using appropriate infrastructure.

KYMETA WINS ONR CONTRACT TO ADVANCE KU/KA MULTI-BAND SATCOM TECHNOLOGY

Kymeta Government & Defense, the world-leading flat-panel satellite terminal manufacturer, has won a significant contract with the Office for Naval Research (ONR) to further develop its breakthrough multi-band, multi-beam antenna architecture.

The three-year development contract from the ONR will enable Kymeta to mature and expedite the research of its world-first innovation - multi-band connectivity with four concurrent full-duplex beams in Ku- and Ka-band frequencies with a single antenna aperture. The technology was first successfully demonstrated in April 2025 and has since been demonstrated to multiple U.S DOD departments and agencies.

ONR is interested in advancing Kymeta KuKa technology as it aligns to the goal of the Communications and Networking Program within the C5ISRT Department (ONR 31), which supports the Navy's Information Warfare vision by developing measurable advances in technology that directly enable and enhance end-to-end connectivity and quality of service for mission-critical information exchange among widely dispersed naval, joint, and coalition forces. High performance antenna/arrays, for tactical platforms or unmanned systems with constrained size, weight, and power, are an important enabler for Distributed Maritime Operations.

First KuKa Terminal Prototype for Bascom Hunter

The transition from development to a full-scale prototype now also becomes a reality, as Bascom Hunter, a leader in the design, development, and manufacture of advanced electronics in resilient communications, signal processing, artificial intelligence (AI), and signal intelligence in aerospace and defense applications, has provided Kymeta with a purchase order for the first terminal prototype with the KuKa technology.

The agreement with Bascom Hunter will see Kymeta deliver the FIRST single-antenna, multi-band, multi-orbit SATCOM terminal for testing and evaluation, starting in Q2 2026 as part of its existing relationship with the U.S. Navy.

Kymeta's terminal, named in development as the 'Kymeta KuKa 8 Series', is a next-generation electronically steered user terminal with the highest capability density of any satcom

antenna ever designed. It enables simultaneous operation across both Ku and Ka frequency bands within a single, compact, low-profile flat-panel antenna. It will enable pathway diversity across proliferated LEO and hybrid architectures - integrating GEO, MEO, LEO, and HEO, plus other WAN connections simultaneously and dynamically without the size, weight, power, and complexity challenges associated with traditional multi-antenna approaches.

Leveraging Kymeta's shared aperture architecture, which uses the full antenna surface across multiple frequency bands rather than dividing the antenna into multiple panels, the new hybrid Kymeta KuKa terminal enables higher RF efficiency, narrower beamwidths, significantly lower power consumption, and a lower heat signature in a compact form factor ideal for naval vessels, unmanned autonomous systems, and other defense platforms. The prototype will be evaluated across multiple commercial and government satellite architectures to support resilient, multi-orbit, multi-band operations.

Matthew Sieber, Senior Director of Programs and Strategy at Kymeta, said: "True SATCOM resilience is provided by network diversity rather than dependence on a single network. ONR recognizes the need for capabilities that allow seamless switching between networks and frequency bands, ensuring resilient and uninterrupted connectivity. This capability is essential, because being disconnected, even momentarily, is not an option. Reliable access to critical data can determine mission success or failure, enable clear real-time decision-making, and ultimately influence whether fleets return home safely." "When we made our KuKa breakthrough last year, we knew it would have a transformational effect on military SATCOM capabilities," Sieber continues. "I've had conversations with stakeholders across U.S. Defense about their requirements from satellite connectivity, and the answer is always the same: resilience through path diversity. A resilient and robust comms capability that never fails and supports responsive and agile operations while on the move. Kymeta's new terminal will deliver on that need."

Tasked with developing multi-band, multi-orbit SATCOM solutions for this program assessment, Bascom Hunter rapidly delivers capabilities resilient to the threat by the relentless pursuit of the warfighter's needs via a state-of-the-art multi-waveform, software defined modem and associated 3U VPX plug-in card modules. Bascom Hunter's solution addresses key elements of increased MILSATCOM survivability through anti-jam, beyond-line-of-sight (BLOS), and multi-path communications in LEO, MEO, and GEO for the Navy.

Kymeta's KuKa 8 Series terminal enables flexible, low-SWaP access to commercial and military Ku- and Ka-band networks, providing a highly mobile, flat-panel solution suited for maritime, airborne, and expeditionary platforms. When integrated with Bascom Hunter's multi-waveform, software-defined modem and 3U VPX modules, the combined system delivers resilient, multi-orbit SATCOM connectivity capable of supporting Navy operations in highly contested environments.

Craig Gendron, Vice President – SATCOM at Bascom Hunter, added: "Our responsibility is to deliver resilient, mission-ready SATCOM capabilities that directly address the Navy's operational requirements in contested environments. Kymeta KuKa technology introduces a powerful new dimension of multi-band, multi-orbit flexibility that complements our multi-waveform, software-defined modem architecture. Together, this integration enables a scalable, survivable communications solution designed to ensure connectivity for the warfighter."

These efforts cement Kymeta as the leading multi-band, multi-orbit, flat-panel terminal provider for the U.S. DOD currently deployed across the globe. This announcement builds on the momentum of being selected as the multi-orbit SATCOM provider for the U.S. Army's Next Generation Command and Control (NGC2) Pilot in Q3 2025. Further partnerships across the Department of Defense are in motion and will be announced in due course.

RHEINMETALL AND DESTINUS TO FORM A JV FOR MISSILES

The Düsseldorf-based technology group Rheinmetall and Destinus, a Netherlands-based European defence technology company focused on scalable strike and interception systems, have agreed to establish a joint venture. The aim of the two partners is to set up the joint venture, to be named Rheinmetall Destinus Strike Systems, during the second half of 2026. It will manufacture, market, and deliver advanced missile systems. These will include cruise missiles and ballistic rocket artillery. Rheinmetall will hold a 51 percent stake, while Destinus will hold the remaining 49 percent. The transaction is subject to regulatory approvals.

As part of the partnership, Rheinmetall and Destinus intend to exploit market opportunities and further develop modern missile systems. Within agreed markets and under applicable approvals, they intend to provide innovative solutions for cruise missiles and ballistic rocket artillery, and to strengthen existing product portfolios.

Destinus remains headquartered in the Netherlands and will continue to develop and manufacture core systems and components across its Dutch and broader European footprint. The joint venture adds Germany-based qualification and serial production capacity within Rheinmetall's industrial facilities.

Armin Papperger, the CEO of Rheinmetall, said: "We must expand the industrial base

for modern defence systems in Europe. This joint venture reflects this necessity. We are combining Rheinmetall's production capacities and experience in managing large-scale programs with Destinus's specific technology and system design. By doing so, we are laying the foundations for scalable, operational missiles that are tailored to the current requirements of the European and allied armed forces."

"Europe is entering a new phase of scaling missile production," added Mikhail Kokorich, co-founder and CEO of Destinus. "Modern conflict is defined by volume and cost-per-effect. Missile systems are evolving from limited-production assets into industrial products. The real constraint in Europe today is not demand, but industrial capacity."

Recent conflicts, including in Ukraine and the Middle East, have demonstrated that demand for scalable strike systems is no longer measured in limited batches. Instead, there is an increasing demand for thousands of systems per year, which could grow to tens of thousands over time as European and allied procurement adapts.

This translates into a market opportunity of hundreds of millions of euros annually in the near term, with the potential to reach the low billions over time.

This partnership combines Destinus' battle-proven system architecture, product design, and scalable platform development, including systems already operationally validated and used in Ukraine, with Rheinmetall's industrial scale, qualification capabilities, and manufacturing execution as the leading German defence company. Destinus develops and manufactures cruise missile systems and turbojet engines, with an established serial production program in Europe, currently producing over 2,000 cruise missile systems a year.

Rheinmetall brings many years of experience in developing and producing complex defence systems, an industrial presence in Germany, and extensive ongoing investment in independent, scalable defence production. Together, the partners will add Germany-based industrial capacity for serial production and qualification, supporting European sovereignty objectives and allied requirements.

Babcock Secures 2-Year Future Maritime Support Programme Extension to Sustain Critical Royal Navy Support

We've agreed a two-year extension to our Future Maritime Support Programme (FMSP) contract with the UK Ministry of Defence (MOD), ensuring the continued delivery of vital fleet and infrastructure support for the Royal Navy's surface ships – capability that remains critical to the UK's operational readiness.

The agreement maintains the full scope of the existing Future Maritime Support Programme (FMSP) contract, covering ship engineering delivery and management for Type 23 frigates, amphibious warfare ships, Sandown minehunters and landing craft vessels.

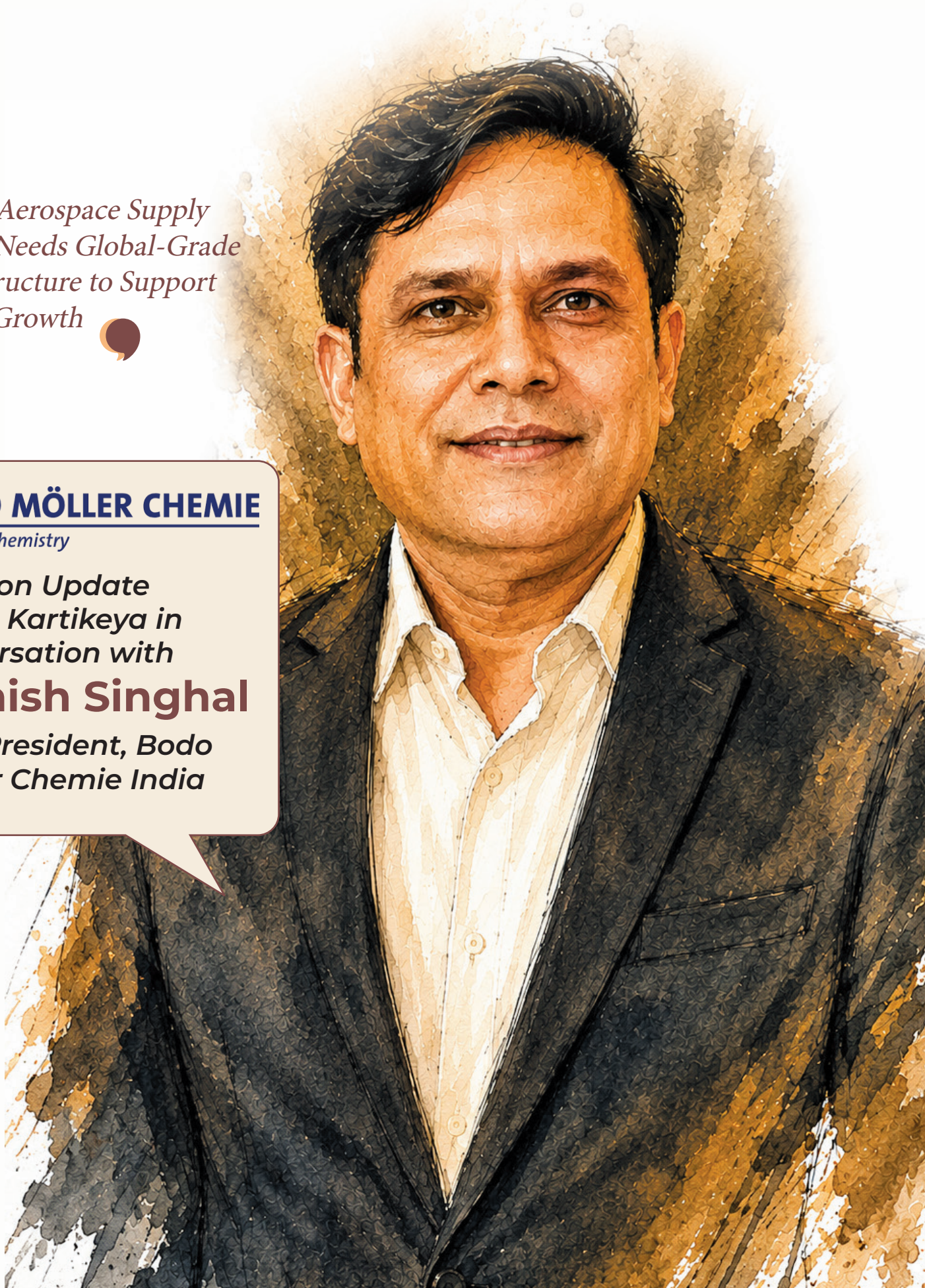
This work continues to be delivered primarily through our facilities at Devonport and Rosyth, where highly skilled teams provide the expertise, infrastructure and industrial capability required to keep the Royal Navy mission-ready.

Phil Craig, our Managing Director of Marine Programmes, said: "This extension is a testament to the dedication and global expertise of the Babcock surface ship support teams across the entire Marine sector and is symbolic of our strong partnership with the MOD.

"Together with the Ministry of Defence, and

other Surface Ship Support Alliance partners, we will build upon this FMSP extension to engage in the development of subsequent surface ship support contracts which deliver the Royal Navy's needs in the future."

India's Aerospace Supply Chain Needs Global-Grade Infrastructure to Support Rapid Growth



BODO MÖLLER CHEMIE
Engineer chemistry

Aviation Update Editor Kartikeya in conversation with

Manish Singhal

Vice President, Bodo Möller Chemie India

Q Bodo Möller Chemie has inaugurated an AS 9120-certified aviation-grade warehouse in Bengaluru. How significant is this facility for your long-term strategy in India, particularly in aerospace, defence, and electronics?

A This facility marks a major milestone in Bodo Möller Chemie India's long-term commitment to supporting the country's rapidly growing aerospace, defence, and electronics sectors. With this investment, we are bringing global standards in specialty chemicals storage, handling, and transportation to India.

Until now, many manufacturers and MRO players faced long lead times and supply-chain uncertainties for critical aerospace-grade adhesives, sealants, and cleaning solutions due to limited local infrastructure. Our AS 9120-certified warehouse significantly improves product availability, reliability, and responsiveness for Indian customers while ensuring compliance with stringent international quality standards.

Q Bengaluru is widely regarded as India's aerospace and electronics capital. What factors influenced your decision to establish this specialized warehouse in this location?

A Bengaluru has established itself as the center of India's aerospace, avionics, electronics, and advanced manufacturing ecosystem. The city hosts a strong presence of aircraft manufacturers, defence organizations, drone companies, electronics manufacturers, and MRO facilities, making it the ideal location for such a specialized facility.

Our warehouse is strategically positioned to support the growing needs of industries including aerospace manufacturing, avionics, electric vehicles, appliance manufacturing, and maintenance, repair, and overhaul operations. Being close to customers enables us to provide faster deliveries, technical support, and improved supply-chain efficiency.

Q India is witnessing rapid expansion in aircraft manufacturing, MRO, and defence production. How will this facility help Indian OEMs and Tier-1 suppliers access critical aerospace materials more efficiently?

A India's aerospace ecosystem is evolving rapidly, particularly in high-growth segments such as drones, defence aviation, and aircraft maintenance. The Indian drone industry alone is already valued at over USD 2 billion and is creating strong demand for advanced potting, sealing, bonding, and encapsulation materials.

Many of these specialty materials require highly controlled storage and transportation conditions to maintain their performance characteristics. Through this new facility, Bodo Möller Chemie India is bringing global expertise, infrastructure, and best practices to the Indian market, enabling OEMs and Tier-1 suppliers to access mission-critical materials with shorter lead times, higher reliability, and enhanced quality assurance.

Q AS 9120 certification is a globally recognized aerospace quality standard. What advantages does this certification offer to your customers in terms of traceability, compliance, and reliability?

A AS 9120 certification reflects our commitment to maintaining the highest standards of quality, traceability, and operational excellence in the aerospace supply chain. The certification ensures stringent controls over storage, handling, documentation, and transportation processes for highly sensitive aerospace materials.

For customers, this translates into improved traceability, reduced operational risk, enhanced compliance with global aerospace requirements, and greater confidence in product reliability. The certification also ensures that robust systems and procedures are in place to prevent quality deviations and maintain continuity of supply.

Q The warehouse is designed to store high-performance materials at temperatures as low as -25°C. What types of aerospace and electronics materials require

these conditions, and why is precise storage essential?

Several advanced aerospace adhesives, sealants, and structural bonding films require storage temperatures as low as -25°C in order to preserve their chemical stability and performance characteristics. These materials are widely used in aircraft structures, avionics systems, electronics, and other high-performance applications.

Maintaining strict temperature control throughout storage and transportation is critical because even minor deviations can impact product integrity, bonding performance, and long-term reliability. Our facility is designed to ensure complete cold-chain management, helping customers meet stringent aerospace and electronics manufacturing standards.

The launch of our AS 9120-certified aviation-grade warehouse in Bengaluru reflects our long-term commitment to India's rapidly growing aerospace and defence sectors. This facility will ensure faster access to mission-critical materials while meeting the highest international standards of quality, traceability, and reliability.

How do you see demand evolving in India for specialty adhesives, sealants, and advanced materials over the next five years, especially in aerospace, defence, and electronics manufacturing?

We see tremendous growth potential for specialty adhesives, sealants, and surface treatment technologies in India over the next five years. Driven by government initiatives such as "Make in India," increasing aircraft manufacturing, defence modernization, electronics production, and the rapid expansion of the MRO sector, demand for advanced materials is expected to rise significantly.

In particular, the maintenance, repair, and overhaul segment for aircraft and engines is expected to witness multifold growth, creating substantial opportunities for high-performance aerospace materials and specialized technical solutions.

Following this investment in Bengaluru, what are Bodo Möller Chemie's broader plans for expanding technical support, warehousing, and partnerships across India?

Bodo Möller Chemie India remains committed to strengthening its presence and technical capabilities across the country. As part of our next phase of investment,

we are planning to establish an Aviation Industry Experience Centre in Bengaluru. The centre will focus on technical training, application support, and knowledge-sharing for the next generation of engineers entering the aviation and aerospace industries.

We believe this initiative will help bridge skill gaps, encourage innovation, and further support the development of India's aerospace manufacturing ecosystem.

BOEING AND HONEYWELL EXPAND AFTERMARKET PARTS ACCESS

Boeing Distribution and Honeywell Sensing Solutions have entered into a global distribution agreement aimed at improving aftermarket access to Honeywell's aerospace and defence sensing and switching products. Under the terms of the deal, Boeing Distribution will stock and support a selected range of Honeywell Sensing Solutions components across its global network, with the objective of enhancing availability and streamlining procurement for maintenance, repair, and overhaul (MRO) operations worldwide.

The agreement covers a broad portfolio of sensing technologies, including temperature sensors, position transducers, speed sensors,

oil level sensors, pressure switches, and level switches. It also encompasses both Parts Manufacturer Approval (PMA) and MilSpec-qualified components, alongside support for EASA- and FAA-certified repair services. By aligning Honeywell's on-engine sensing and interface products — commonly used in FADEC and DEEC control systems — with Boeing Distribution's logistics infrastructure and technical support capabilities, the partnership is expected to accelerate MRO turnaround times and reduce the risk of aircraft-on-ground (AOG) situations.

The collaboration is designed to deliver tangible operational benefits for both commercial and defence operators. Improved parts availability and faster delivery are anticipated through Boeing's established global stocking and distribution channels. At the same time, customers will benefit from simplified procurement processes and more integrated technical support, reducing complexity across supply chains. The agreement also creates a foundation for more coordinated repair services and closer alignment of aftermarket programmes, strengthening long-term support capabilities for critical aircraft systems.

Safran Opens Helicopter Engine MRO Hub in Germany

Safran Helicopter Engines has opened a new facility in Norderstedt (Schleswig-Holstein), near Hamburg, Germany. The 3,000-square-meter site is dedicated to the support, maintenance, and repair of helicopter engines, strengthening the company's ability to meet growing demand in the European helicopter market.

The official opening took place in the presence of Claus Ruhe Madsen, Schleswig-Holstein's Minister for Economic Affairs, Transport, Labour, Technology and Tourism, alongside 200 customers, partners, and institutional representatives.

Safran Helicopter Engines has been established in Germany for 35 years and provides in-service support to 300 helicopter operators across Northern, Eastern, and Central Europe, covering a fleet of 2,300 engines. With its new site, the company can offer customers a full range of support services for Arrius, Arriel, and RTM322 engines, including local maintenance, on-site spare parts storage, and round-the-clock availability.

The new facility, 50 percent larger than its predecessor, is designed to achieve carbon-neutral operations through a range of initiatives, including photovoltaic panels, a green roof to absorb CO_2, and energy-efficient systems such as heat pumps and heat-recovery

ventilation, while also ensuring optimal working conditions for staff.

Cédric Goubet, CEO of Safran Helicopter Engines, stated: "The launch of our new German site is essential for delivering the highest standard of proximity service and support to our customers in the region. The opening of this facility is a direct response to the strong growth in both the civil and military helicopter markets in Europe. It also strengthens German sovereignty by enhancing local expertise, particularly with the introduction of new helicopters into the German armed forces."

ROLLS-ROYCE WINS BACK LATAM AIRLINES WITH ORDER FOR TRENT 1000 XE ENGINES

Rolls-Royce has been selected by LATAM Airlines to power three Boeing 787 Dreamliners with Trent 1000 XE engines. The Trent 1000 XE engines feature several upgrades following Rolls-Royce's certified two-phase durability enhancement program. This includes a re-engineered high-pressure turbine (HPT) blade that increases cooling air flow by 40%, offering more than double the time-on-wing of its predecessor.

The combination of dramatically increased durability, significant investment in expanding maintenance, repair and overhaul (MRO) capacity; as well as the engine's reliability in operation, is already creating fleets among our customers that are free of aircraft on the ground (AOG), something which is industry-leading performance.

Tufan Erginbilgic – Chief Executive Officer, Rolls-Royce, said: This order demonstrates growing market confidence in the Trent 1000 XE and reflects the benefits that our ongoing transformation is delivering. Our significant investments to improve Time on Wing and expand our MRO network mean we

are giving customers like LATAM Airlines a truly competitive engine choice that can help them achieve their growth ambitions.

I am confident the decision to select Trent 1000 XE engines for their latest Boeing 787 aircraft, coupled with a strong long-term relationship with Rolls-Royce, will help LATAM achieve their market ambitions."

Roberto Alvo, CEO LATAM Airlines Group, said: This agreement reflects the long-standing relationship we have built with Rolls-Royce over time, alongside the evolution of the Trent 1000 engine since 2012. The incorporation of the Trent 1000 XE on our Boeing 787 aircraft supports our efforts to enhance operational efficiency, while providing optionality to capture growth opportunities as we continue developing our long-haul network."

Confidence in the Trent 1000 XE is based on the real operational experience of the re-engineered HPT blade on the Trent 7000, which has already accumulated more than 2 million flying hours based on the same improvements.

Rolls-Royce has also made a significant investment in its MRO network, delivering an increase in annual shop-visit capacity and reduction in turnaround times, with new dedicated Trent 1000 XE facilities in the UK, Singapore and Germany. This is further supported by a significant expansion of its global spare engine pool, ensuring fleet availability and protecting airlines against unplanned operational disruption.

This investment sits on top of a broader £1 billion commitment to the development and enhancement of the Trent engine family.

GKN Aerospace Awarded 5-Year Rolls-Royce Engine Repair Contract, Expands into Trent 700 Fan Blade Repairs

GKN Aerospace has been awarded a new five-year contract with Rolls-Royce covering fan blade repairs for the RB211-535, Trent 700 and Trent 800 engine programmes.

This agreement builds on more than 20 years of GKN Aerospace's proven expertise in Trent 800 and RB211-535 fan blade, fan disk and annulus filler repairs. Under the new contract, GKN Aerospace will expand its capabilities to include Trent 700 fan blade repairs, providing the market with a new independent repair source to support these components.

These mature and reliable engine platforms are expected to remain in service for many years. The expanded repair capability will help ensure continued operational

excellence and fleet availability for operators worldwide, at a time of growing demand in the global MRO aftermarket.

All work will be carried out at GKN Aerospace's newly expanded, purpose-built 150,000 ft² San Diego facility. The site is equipped with state-of-the-art automation technology and advanced robotics, enabling highly efficient, consistent and high-quality repairs with reduced turnaround times. Leveraging decades of experience with Trent 800 and RB211-535 fan blades, the team will now extend this expertise to the Trent 700 engine family.

We are extremely proud to strengthen our long-standing relationship with Rolls-Royce through this new agreement. It reflects the confidence our customers place in our technical expertise, our investment in advanced repair technologies, and our commitment to delivering reliable, high-quality solutions.

P&W INVESTS MORE THAN $100M TO EXPAND MRO FOOTPRINT IN THE US

Pratt & Whitney, an RTX business, is investing more than $100 million across three maintenance, repair and overhaul (MRO) sites in Irving, Texas; West Palm Beach, Florida; and Springdale, Arkansas. As part of ongoing efforts to ramp maintenance capacity for the GTF engine, Pratt & Whitney is expanding the facilities and adding new equipment to enhance speed and efficiency throughout the MRO process.

"These investments demonstrate Pratt & Whitney's continued commitment to lifting our airline customers' GTF fleets," said Rob Griffiths, senior vice president, Commercial Engines Operations, Pratt & Whitney. "Across these three U.S. facilities, we are investing to increase throughput of GTF engines and parts, adding repair capabilities and deploying new technologies to return engines to our customers as quickly as possible."

The company's recent investments across its U.S. MRO facilities include:

- $78 million in Irving, Texas
- Pratt & Whitney opened a new 500,000-square-foot facility for its Commercial Serviceable Assets business, which buys, sells and manages used serviceable material (USM) and engines. At a time when material constraints are one of the main drivers of delays in the MRO process, the investment will increase USM stock by more than 60%, helping to reduce engine turnaround time. It also enables the expansion of part repair development capability and MRO quick-turn capacity.

- $20 million in West Palm Beach, Florida
- Pratt & Whitney expanded its West Palm Beach Engine Center by approximately 50,000 square feet, increasing GTF MRO capacity by 40%. As part of the investment, the site also added new equipment for engine assembly and disassembly, machining, testing, cleaning and warehousing.
- $4.7 million in Springdale, Arkansas
- Pratt & Whitney expanded its Propulsion Systems Division by 7,000 square feet, providing additional space for commercial and military engine case repairs. The site also added new equipment to enable GTF additive manufacturing repairs that will reduce process time by more than 60%.

In addition to these investments, earlier this year Pratt & Whitney opened an 81,000-square-foot GTF MRO expansion at its Columbus Engine Center in Columbus, Georgia. The company invested $70 million to expand the site and add advanced equipment and machinery. The facility's annual capacity increased by more than 25%, adding critical overhaul volume to the GTF MRO network in support of the growing fleet.

The GTF MRO network consists of 21 global engine centers and approximately 40 component repair facilities. The GTF engine is the most fuel-efficient choice for the single aisle market. To date, more than 2,700 GTF-powered aircraft have been delivered to over 90 customers worldwide, with 13,000 engine orders and commitments in total across all platforms.

AAR and Woodward Sign Multi-year Commercial Distribution Agreement

AAR CORP a leading provider of aviation services to commercial and government operators, MROs, and OEMs, has signed a multi-year commercial distribution agreement with Woodward, a world leader in the design and manufacture of aerospace and industrial controls.

Under the agreement, AAR will serve as the preferred distributor of Woodward high-demand consumable parts, including fuel filters, gaskets, and seals, for the CFM LEAP*, GEnx, and CF34 engines, direct to commercial airlines.

These parts are critical to ensuring optimal engine performance and reliability and represent some of the highest-demand components in commercial aviation today.

This agreement expands an existing relationship: AAR has distributed Woodward parts to the defense market, and this agreement extends that proven channel into commercial aviation. For customers, that means direct access to Woodward components through AAR's global warehouse network, with faster delivery and reliable support, including in Aircraft on Ground (AOG) situations.

"Customers depend on commercial engine consumables to keep these engines running reliably, and getting those parts quickly is critical," said Jacob Roush, Vice President Sales and Marketing for Woodward. "AAR's global reach and proven distribution track record make them the right partner to put Woodward parts where airlines need them, when they need them."

"This new agreement recognizes AAR's success in distributing Woodward parts to the defense market and Woodward's confidence in our ability to deliver the same results to the commercial aviation market. We are excited to expand our parts offerings for these critical high-growth engines," said Frank Landrio, AAR's Senior Vice President of Distribution.

P&W GTF ADVANTAGE ENGINE CERTIFIED FOR AIRBUS A320NEO AIRCRAFT FAMILY

Pratt & Whitney, an RTX business announced the European Aviation Safety Agency (EASA) has certified the GTF Advantage TM -powered Airbus A320neo family aircraft, preparing the way for production engine deliveries and entry into service. The GTF Advantage engine was certified by the U.S. Federal Aviation Administration in February 2025 and EASA validated the engine's type certification in October 2025 .

"The GTF engine delivers the lowest fuel consumption for single-aisle aircraft," said Rick Deurloo, president of Commercial Engines at Pratt & Whitney. "The GTF Advantage engine extends that lead—offering up to double the time on wing and enhancing aircraft capability—providing even greater value to operators of A320neo family aircraft. This aircraft certification is a key milestone for the GTF Advantage program in advance of its entry into service."

The Pratt & Whitney GTF Advantage will deliver 4-8% more takeoff thrust, enabling higher payload and longer range, unlocking new destinations for airlines. Fully intermixable and interchangeable with today's GTF engine model, GTF Advantage will become the production standard, with full cutover expected in 2028.

In addition, customers operating the current GTF engine model will have the opportunity to realize up to 90-95% of the GTF Advantage's durability benefits with the GTF Hot Section Plus (HS+) upgrade option for the PW1100G-JM engine, available later this year for incorporation during maintenance visits. To meet growing demand, Pratt & Whitney continues to invest in its sites to increase production capacity, including nearly $1 billion at its turbine airfoil facility in Asheville, North Carolina, and $200 million at its Columbus, Georgia forging facility.

To date, over 2,700 GTF-powered aircraft have been delivered to more than 90 customers worldwide. Demand for the GTF remains strong, with over 13,000 engine orders and commitments in total across all platforms.

The engine's revolutionary geared architecture is the right foundation for next-generation single-aisle aircraft and will have accumulated more than 300 million hours of flying experience by the mid-2030s.

JEH AEROSPACE LANDS LONG-TERM LIEBHERR DEAL

Jeh Aerospace has signed a long-term agreement (LTA) with Liebherr-Aerospace to manufacture and supply high-precision components for landing gear systems on high-rate commercial single-aisle aircraft programmes.

Under the agreement, Jeh Aerospace will produce these components at its dedicated facility in Hyderabad, India, becoming part of Liebherr-Aerospace's global industrial network.

The LTA was formalised during a visit by senior Liebherr-Aerospace executives to Jeh's Hyderabad site, including Martin Wandel (Chief Operating Officer and Managing

Director at Liebherr-Aerospace & Transportation SAS), Philipp Walter (Managing Director at Liebherr-Aerospace Lindenberg GmbH), Bernd Schacherl (Director Procurement at Liebherr-Aerospace Lindenberg GmbH), and Vikas Ukkeranda (Senior Manager Supply Chain at Liebherr India Private Ltd., Aerospace Division).

Landing gear production remains one of the most demanding areas of aerospace manufacturing, requiring extremely tight dimensional tolerances, rigorous qualification standards, and uninterrupted delivery performance. To date, Jeh Aerospace has delivered more than 200,000 flight-critical aerospace components with zero quality escapes.

DAHER EXPANDS ITS PARTNERSHIP WITH SAFRAN

Daher announced the award of two new logistics contracts from Safran: the management of a warehouse for Safran Nacelles in Hamburg, Germany; and the creation of a platform dedicated to MRO (Maintenance, Repair & Overhaul) and AOG (Aircraft on Ground) activities for the customer support division of Safran Electronics & Defense in France's Île-de-France region.

These two projects, with operations scheduled to begin in April 2026, are in addition to the long-standing contract with Safran Helicopter Engines at French sites in Bordes, Tarnos and Buchelay, which was renewed and expanded one year ago:

- In Hamburg, the new contract awarded by Safran Nacelles covers integration logistics for engine nacelles near the Airbus A320neo jetliner final assembly facility. A team of 20 employees will be deployed on site.
- In the Île-de-France region, the new 3,000 m² logistics platform at Tremblay-en-France will be dedicated to Safran Electronics & Defense's MRO activities.

For the contract renewed a year ago with Safran Helicopter Engines, the agreement involves more than 150 Daher employees at locations in Bordes (in the Hautes-Pyrénées department), Tarnos (Landes), and Buchelay (Yvelines), supporting the ramp-up of helicopter production and the modernization of these sites.

Safran Nacelles in Hamburg: a mission at the heart of engine nacelle assembly

Awarded at the end of January 2026, this contract covers logistics operations involving the integration of engines with their nacelles for the Airbus A320neo final assembly line in Hamburg. Daher's teams will handle on-site logistics services: receiving, storage, parts preparation, handling, and shipping.

The new production logistics activity strengthens Daher's overall offering, complementing the transport services already provided by Daher Logistics. Previously managed by another operator, the project required a two-month integration and personnel transfer phase carried out by the German and central teams of Daher Logistics.

This new operation reinforces Daher's presence in Germany, where the group already has 1,100 logistics employees in the country for its support of Airbus Defence & Space in Bremen and for Alstom.

Île-de-France: an "MRO and AOG" platform serving Safran Electronics & Defense's customer support division

The transfer from a site located 1.5 km away was prepared in advance through workshops with the Safran Electronics & Defense teams. This contract, awarded following a tender launched in March 2025, was strongly influenced by the site's proximity to Paris Charles de Gaulle International Airport – essential for AOG emergencies.

The platform at Tremblay-en-France will handle more than 3,000 shipments, along with 1,700 inbound deliveries and 7,500 picking lines annually. Spanning a three-year period with an option for two additional years, the contract includes AOG management with on-call service (maximum response time of 3.5 hours) and the deployment of Daher's Warehouse Management System (WMS) to ensure traceability and real-time operational control.

Embraer Adds Execaire Aviation to Its Authorized Service Center Network to Support Executive Jets Customers in Canada

Embraer a global leader in the aerospace industry, has added Execaire Aviation to its Authorized Service Center Network to support executive jet customers in Canada. Execaire Aviation will provide line maintenance for the Phenom 100 and Phenom 300 series, Praetor 500 and Praetor 600 series, and Legacy 450 and 500 aircraft in its base in Toronto. This becomes the third Embraer Authorized Service Center in Canada.

"Becoming an Embraer Authorized Service Center is a significant milestone for Execaire Aviation and reinforces our commitment to delivering world-class maintenance and support to our customers. As demand for Embraer aircraft continues to grow across Canada, we are proud to expand our capabilities to support operators of the Phenom, Praetor, and Legacy platforms. This partnership reflects our shared dedication to safety, reliability, and an exceptional customer experience," says Michael Fedele, President, Execaire Aviation.

"We are pleased to partner with Execaire Aviation to serve our customers in Canada. They have a proven record of delivering best-in-class services for executive aviation in the country, and we are excited to move forward with this partnership. We will continue working hard to grow our capacity, capabilities, and footprint in North America and worldwide," says Frank Stevens, Vice President MRO Services, Embraer Services & Support.

Satheeshkumar Appointed New President of Pratt & Whitney Canada

Pratt & Whitney has appointed Satheeshkumar Kumarasingam as President of Pratt & Whitney Canada, effective June 1. He succeeds Maria Della Posta, who has announced her retirement, and will report to Pratt & Whitney President Shane Eddy.

Shane Eddy, President of Pratt & Whitney, stated: "Pratt & Whitney Canada holds a leading position across all its segments, with a portfolio of nearly 75,000 engines in service and 14,000 customers worldwide. Kumar has been an instrumental leader across Pratt & Whitney and brings extensive experience, along with a deep understanding of customers and the markets in which Pratt & Whitney Canada operates. I am confident he will continue to drive innovative growth, deliver exceptional customer service, and maximise operational performance globally. I also thank Maria for her service and lasting impact on Pratt & Whitney Canada, a strong organisation that will play a key role in shaping RTX's future success." Kumarasingam joined Pratt & Whitney in 1995 and has held roles in engineering, quality, operations, sales and marketing, and customer service. He was appointed Chief Transformation and Strategy Officer in 2022 and Chief Digital Officer in 2025.

Embraer Taps Insider for Top Finance Role

Embraer's board of directors has appointed Felipe Santana Santiago de Lima as Executive Vice President of Finance and Investor Relations, effective April 13.

Santana, currently the company's Global Director of Treasury, has spent 18 years at Embraer, holding leadership roles across financial operations, treasury, insurance, customer finance, and shared services. Over his career, he has developed strong expertise in corporate finance and treasury, with extensive exposure to capital markets, liability management, aircraft financing, investor and banking relations, and risk management, supporting strategic decision-making and long-term value creation.

He holds a degree in International Relations from Fundação Escola de Comércio Álvares Penteado (FECAP) and a Certified Financial Management (CFM) credential from Insper. He has also completed executive education programmes at Fundação Dom Cabral, Harvard University, and Fundação Getulio Vargas (FGV).

In 2022, he was named one of the "20 Finance Leaders to Watch" by the Finance Career Perspective Yearbook (Insper and Assetz).

The company stated that the appointment ensures continuity in its financial leadership and supports the execution of its strategy and business plan.

Benoît Appointed Vice President of KLM Engine Services

Air France Industries KLM Engineering & Maintenance (AFI KLM E&M) has announced the appointment of Benoît Rollier as Vice President of KLM Engine Services, effective April 1, 2026. He succeeds Martijn de Vries, who will assume the role of Senior Vice President Commercial on the same date.

Rollier brings extensive experience within KLM and the wider aviation sector, having held a range of strategic and executive positions across engineering and maintenance, supply chain, and finance. Most recently, he served as Vice President Engineering at KLM and as Chief Executive Officer and Managing Director of Spairliners, the joint venture with Lufthansa Technik.

Over the course of his career, he has developed deep expertise in the engine business. With this broad perspective, he is expected to continue the current strategic direction and further advance the development of KLM Engine Services.

Chapman Freeborn Names Narayan as APAC President

Chapman Freeborn, the global air charter specialist and part of Avia Solutions Group, has appointed Latha Narayan as President for the Asia Pacific region, effective April 1.

In her new role, Narayan will lead the company's strategic and commercial development across APAC, with a focus on scaling operations, enhancing performance, and strengthening alignment across its cargo, passenger, and business aviation divisions.

She brings more than 20 years of international aviation experience, with expertise spanning commercial strategy, revenue management, and transformation programmes. Narayan has held senior leadership positions at both British Airways and Etihad Airways, where she was responsible for driving commercial performance and managing complex operations across multiple markets. Most recently, she worked as an independent aviation and cargo consultant, advising organisations on strategic growth, network optimisation, and digital transformation initiatives. She is widely recognised for her strong commercial acumen and consistent track record of delivering measurable business results.

India's Electric Aviation Moment: An Interview with Vishnu Ramakrishnan

Interview by ***Kartikeya, Editor,*** *Aviation Update*

THE ePLANE CO.

Designing India's Electric Aviation Future

Q **India is expected to import nearly $100 billion worth of civil aviation products over the next decade. How realistic is it for India to transition from being primarily an importer to becoming a designer and exporter of next-generation aircraft?**

A **Vishnu Ramakrishnan:** It's actually very realistic, but we have to stop trying to play catch-up in the traditional aerospace game. Legacy aviation is built on decades of sunk costs, and it's

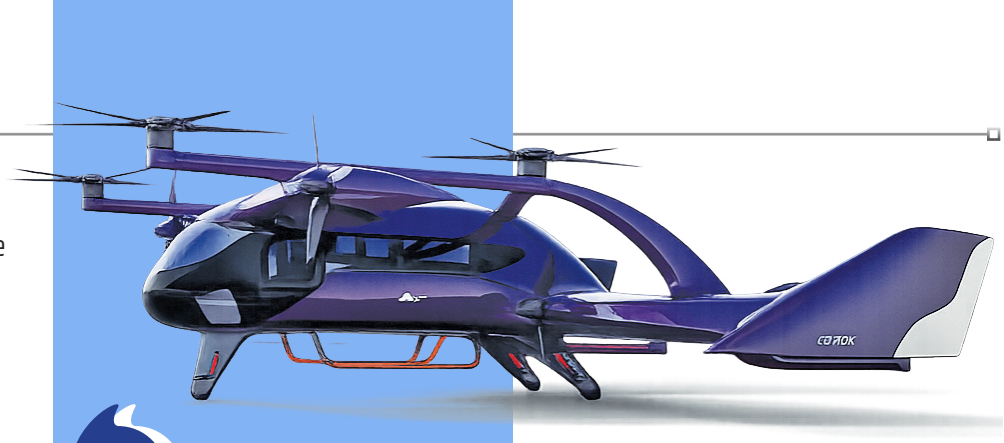
almost impossible to compete there. But electric aviation is a complete reset. The core components now are aerodynamics, composites, propulsion, batteries (with dependencies of cells ofc!) and software; most of these are areas where India already has a massive, highly skilled talent pool and capability. With our platform, we have internally invested in the core set of foundational blocks - composites, batteries, propellers, and powertrain development to meet the requirements of our aircraft - therefore we aren't just importing parts to assemble someone else's blueprint anymore, we are designing the architecture from ground up to meet stringent global standards, which absolutely sets us up to be a global player in this industry.

Q For decades, India's aerospace ecosystem has focused on assembly, MRO, and component manufacturing. What makes electric aviation the first real opportunity for India to compete in clean-sheet aircraft design?

A Vishnu Ramakrishnan: India has actually been one of aerospace's best-kept secrets for decades, as my founder prof. Satya often puts it. We have world-class design centres, deep engineering talent, and significant facilities that have quietly supported some of the most complex programmes globally. And more recently, there have been large, serious investments into domestic manufacturing as well.

So the honest answer isn't that we lacked capability; it's that the opportunity to bring it all together into a clean-sheet aircraft wasn't quite there yet. Legacy aviation is a mature, locked-in world. The fundamental designs were owned elsewhere, and the economics of disrupting them were brutal.

Electric aviation changes that calculus. You simply cannot take an existing airframe and retrofit it - it demands a fresh design if you want to operate it effectively. That's a reset moment, and it happens to arrive at a time when India's design depth and manufacturing momentum are both peaking. We're not starting from scratch; we're finally in a position to catalyse what was already here. That's what makes this particular window genuinely exciting.



The immediate beneficiaries are clear: aerospace hardware manufacturers, companies working on high-energy-density battery solutions, composites and advanced materials firms, apart from embedded software companies.

Q The ePlane Company became the first private Indian company to receive DGCA Design Organisation Approval and has begun the type certification process for the e200x. What have been the most significant milestones and lessons in this certification journey?

A Vishnu Ramakrishnan: I'll be honest, the biggest milestone is still ahead of us and you'll hear of it soon, and that's what keeps the team going every single day.

But looking back, there have been two moments that stand out. The first was receiving the DGCA Design Organisation Approval in 2023, which was a genuine inflection point. It's not just a certificate; it's the regulator formally recognising that your engineering processes meet the standards of a serious aerospace organisation. For a young company, that transition from deep-tech startup to recognised design organisation meant everything.

The second came more recently. When DGCA announced the eVTOL certification framework in December 2024, we became the first eVTOL company in India to have our type certification request formally accepted, effectively making us the first to officially kick-start the commercial aircraft certification process in this category. That was a quiet but profound moment for the team.

As for lessons, the most important one is that regulators aren't moved by ambition or aesthetics; they respond to data, rigour, and consistency. What the certification journey has instilled in us is a relentless, almost unglamorous obsession with tolerances, with test protocols, with making sure every simulation has a physical proof point behind it. It's humbling work, and I think that's exactly how it should be.

Q How does the supply chain for an electric aircraft differ from traditional aviation manufacturing, and which sectors of Indian industry are best positioned to benefit from this shift?

A Vishnu Ramakrishnan: The supply chain shift is real, and it's already happening.

The immediate beneficiaries are clear: aerospace hardware manufacturers, companies working on high-energy-density battery solutions, composites and advanced materials firms, apart from embedded software companies. These aren't future opportunities, they're conversations we're having right now. India has meaningful depth in all of these areas, and electric aviation gives them a genuine on-ramp into aerospace.

But the longer arc is even more interesting. Over time, we intend to progressively localise, including working with some of our current overseas vendors to establish operations out of India or subsequently build that supplier base in India, tuned to meet the global standards. Because this industry is going to straddle a very unique space: automotive-scale volumes with aerospace-grade quality. That's a combination India is genuinely well-suited to serve, given where our manufacturing investments have gone over the last several years.

Your patented Synergistic Lift technology has been granted in multiple countries. How important is proprietary intellectual property in building globally competitive aerospace companies from India?

Vishnu Ramakrishnan: IP ownership, for us, is really about our ability to react quickly to the market, regulators and to our customers. In traditional aerospace, IP is often distributed across multiple entities. Design is held in one place, manufacturing in another, and critical systems owned by vendors elsewhere. That model works at scale, but it creates enormous bureaucratic lag when you need to iterate or respond to a customer's needs in real time.

We want to be in a position where, when an operator tells us something needs to change, we can actually move. Owning the foundational IP particularly around our Synergistic Lift technology, gives us that ability. It means we're not waiting on a licensor's approval cycle or working around constraints baked into someone else's design philosophy.

I want to be clear though, we're not naive about this. As the programme matures, some amount of IP will naturally get distributed, as it does in any serious aerospace programme. But in these early, formative years, having significant ownership over the core technology means we can iterate quickly, meet the requisite safety standard, serve our customers well, and make design decisions at the pace the business actually demands.

The Synergistic Lift patent being granted across multiple jurisdictions is genuinely meaningful, not as a trophy, but as a signal that the underlying innovation is original and defensible. For an Indian aerospace company competing globally, that matters. It's the difference between being a design authority and being a systems integrator. We have a series of IPs that we are in some sense already using, but haven't filed yet. We are now in the process of applying for these patents globally.

Urban air mobility is often associated with passenger air taxis, but the applications extend far beyond that. Which use cases—such as logistics, emergency medical transport, or regional connectivity—do you believe will gain commercial traction first in India?

Vishnu Ramakrishnan: That's actually a great question because the answer is more nuanced than most people expect. If you look at sheer scale, asset utilisation, frequency of trips, market demand, the air taxi segment is probably where the largest commercial opportunity sits over time. The numbers are compelling, and the appetite is real.

But we're launching the air ambulance variant first, and that's a very deliberate choice. The need from an emergency medical services standpoint in congested Indian cities is acute and deeply underserved. Traffic isn't just an inconvenience here in an accident on the highway or an organ transfer situation, it can be the difference between life and death. An electric aircraft that can bypass gridlock and get a patient or a critical payload to a hospital in minutes has enormous public utility, and frankly, it's a use case where the value is undeniable and immediate.

We're already working with partners on the ground to make this a reality, and we're closer than most people realise. It also gives us something invaluable, real operational experience, in Indian conditions.

Looking ahead five to ten years, what role do you envision The ePlane Company playing in shaping India's aerospace ambitions, and what would success look like for the country's advanced air mobility ecosystem?

Vishnu Ramakrishnan: In the near term, the focus is clear, getting the e200X through certification and into commercial operation. Seeing our aircraft operating safely, solving real problems for real people, would be deeply meaningful. But honestly, that's just the beginning of what we set out to build.

Over the next five to ten years, one of our most important ambitions is to actively strengthen the ecosystem around us - supply chains, design partners, manufacturing capabilities, iin a way that fosters innovation at multiple levels, not just within ePlane. A thriving advanced air mobility sector in India can't be built by one company. It requires a web of capable, interconnected players, and we want to play a meaningful role in catalysing that.

At a broader level, we want to be among the architects of sustainable electric aviation for the world, not just for India. The problems we're solving here, urban congestion, emergency access, and regional connectivity, are not uniquely Indian problems. They exist in cities across Southeast Asia, the Middle East, and beyond. If we can design and prove solutions in one of the world's most complex operating environments, we have something genuinely valuable to offer globally.

Success, to us, would look like an India that is not just a participant in the next chapter of aviation but one that helped write it.

> *We're launching the air ambulance variant first, and that's a very deliberate choice. The need from an emergency medical services standpoint in congested Indian cities is acute and deeply underserved.*

"Owning core technology allows us to design, certify, and serve global markets from India."
Vishnu Ramakrishnan, The ePlane Company

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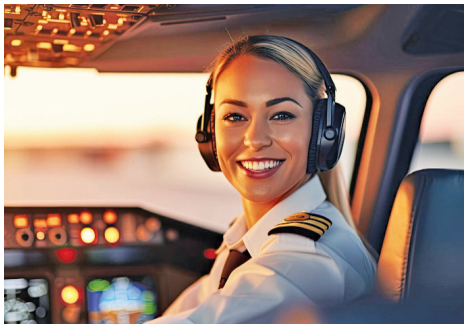
Aviation UPDATE

Bose Celebrates 40 Years of Active Noise Reduction Aviation Headsets

Bose is celebrating 40 years of active noise reduction (ANR) aviation headsets, kicking off the effort at the Sun 'n Fun (SNF) Aerospace Expo with a "40 Years, 40 Pilots" campaign. At its SNF booth, Bose is asking pilots to share their aviation stories on video, which will later be posted to the company's social media and other outlets. The company plans to gather more stories at EAA AirVenture in July and potentially online.

The Voyager Connection

Founder Amar Bose first sketched the math for ANR technology on a napkin while onboard a long-haul airline flight in 1978. However, Bose uses the historic Voyager flight in December 1986 as the official marker for its ANR headsets. The Voyager crew used pre-production Bose ANR headsets on their record-setting, 10-day nonstop flight around



the world after a medical assessment found that the pilots would lose 20 percent of their hearing without them.

Chris Wuerfl, Bose Business Development Manager, told AIN: "Voyager was stripped down to reduce weight, and it had no soundproofing. It was like flying in a tin can. The Bose ANR headsets prevented any crew hearing loss from happening."

Product Evolution

After the successful Voyager mission, Bose introduced its Series 1 aviation ANR earcup headset, eventually improving upon that with the A10, A20, and current-production A30 model. In 2018, Bose introduced the ProFlight ANR aviation headset for turbine pilots, followed by the current-production ProFlight Series 2 in 2019.

Promotions

According to Wuerfl, Bose is running a promotion at SNF where those purchasing a 1,099 ProFlight headset during the show receive a free Bose SoundLink Micro Bluetooth speaker. Bose is also offering a limited-time $300 trade-in credit for A20 headsets or ProFlight Series 2 headsets that can be used toward purchasing an A30 model.

DAHER AIRCRAFT BRINGS KODIAK 900 TO EUROPE FOR DEMONSTRATION TOUR OF UTILITY CAPABILITIES

The Kodiak 900 is making its European debut at AERO Friedrichshafen, underscoring the capabilities of Daher Aircraft's "go anywhere" Kodiak airplane family in utility operations across Europe.

Arriving in Germany from Daher Aircraft's U.S. production facility in Sandpoint, Idaho, the Kodiak 900 is displayed at the company's AERO Friedrichshafen exhibit (Hall A3, Stand #305), where it is joined by the latest member of its TBM product line: the TBM 980, built in Tarbes, France.

The Kodiak 900's presence at AERO Friedrichshafen marks the start of a multi-month European tour, with planned stops to demonstrate the Kodiak product line's unique combination of short takeoff and landing (STOL) performance, payload capacity, operational flexibility, and low operating costs.

Designed for demanding environments, the turboprop-powered Kodiak 900 and the cornerstone Kodiak 100 are tailored for a full spectrum of operations, especially at low and medium altitudes. Their ability to operate from short runways, off-airport sites, and unimproved strips further enhances

deployability.

Nicolas Chabbert, CEO of Daher Aircraft, stated: "The Kodiak 900 and Kodiak 100 bring a new level of capability to operators who require both performance and versatility. Bringing the Kodiak 900 to Europe provides an opportunity to introduce customers to an aircraft that can operate where others cannot — including many grass fields — delivering the reliability and efficiency that the Kodiak family is known for."

Performance and Design Features: Launched in 2022 as a larger and faster evolution of the Kodiak 100, the Kodiak 900 features a 3.9-foot fuselage stretch, a cruise speed of 210 knots true airspeed (KTAS), increased useful load, and a maximum range of approximately 1,130 nautical miles. Operating economics have improved with a nine percent reduction in specific fuel consumption.

A distinguishing feature of both Kodiak models is their "discontinuous leading edge" wing design, which enhances handling across all flight regimes and provides strong resistance to aerodynamic stalls. Their tight turn performance enables operation within a small area of responsibility comparable to that of a helicopter.

Daher Aircraft continues sustained production of the Kodiak 900 and Kodiak 100 on a shared final assembly line in Sandpoint, Idaho. To support growing demand, a new final assembly line for both the Kodiak and TBM product families will be established at Daher's facility in Stuart, Florida.

The Kodiak family is powered by the Pratt & Whitney Canada PT6A turboprop engine and features the Garmin G1000 NXi integrated avionics suite.

PILATUS BREAKS GROUND ON NEW COLORADO FACILITY WITH PREMIUM DELIVERY CENTER

Pilatus has marked the official start of construction on a new state-of-the-art facility at Rocky Mountain Metropolitan Airport in Broomfield, Colorado. The new building will house a premium customer delivery center, where customers from across the country can configure and personalize their PC-12 or PC-24 aircraft. Additionally, Pilatus will significantly expand its existing engineering and passenger seat processing capabilities for its growing fleet.

The groundbreaking ceremony brought together senior Pilatus executives and representatives from Jefferson County Government, Rocky Mountain Metropolitan Airport, and numerous local and regional stakeholders.

Markus Bucher, CEO of the Pilatus Group, emphasized the importance of the investment: "This new facility, with an investment of 50 million US dollars, will allow Pilatus to expand local engineering

capabilities by creating more than 50 new, highly paid jobs. Together, these functions will support Pilatus' continued commitment to quality, innovation, and Swiss craftsmanship while ensuring an exceptional customer experience."

Thomas Bosshard, CEO of Pilatus Aircraft USA Ltd (Pilatus' subsidiary), added: "The United States is the most important market for Pilatus, and this investment underscores our commitment to a personalized and seamless customer experience throughout the ownership journey."

Eco-Driven Building Design: Sustainability is a key element of the project and a core value for Pilatus. The new building has been designed to achieve LEED Gold certification and will incorporate photovoltaic panels to harness solar energy, reflecting the company's commitment to responsible growth and environmentally conscious operations. By integrating sustainable energy solutions and high-efficiency design standards into the facility, Pilatus continues to prioritize long-term environmental stewardship as it expands its global footprint.

Large Footprint in the US: Effective January 1, 2026, Pilatus consolidated its US subsidiaries into a single entity, Pilatus Aircraft USA Ltd, creating a unified organization of approximately 400 employees with harmonized systems across all American operations. The company's US footprint includes its headquarters in Broomfield, Colorado, as well as additional locations in Westminster (Maryland), Rock Hill (South Carolina), and Atlanta (Georgia).

CESSNA CITATION ASCEND AND LONGITUDE MAKE AERO FRIEDRICHSHAFEN DEBUTS

Textron Aviation's Cessna Citation Ascend is making its European show debut at Aero Friedrichshafen in Germany. The new midsize jet touched down at the show site alongside its Citation Longitude sibling, which is also making its first appearance at the event.

The Ascend, registered as N502XL, is conducting a demonstration tour of Europe that began at London's Farnborough airport on April 2. The tour includes multiple stops across Central and Eastern Europe, the Mediterranean region, and Scandinavia.

According to Duncan Van De Velde, Textron's Europe Sales Vice President, the company is hopeful that EASA will validate the Ascend's FAA type certificate in the second quarter.

Design Features Feedback

Van De Velde told AIN that multiple features introduced on the Ascend were proposed by members of Textron's XLS customer advisory board. These include windows that are 15

percent larger, Bongiovi Aviation's speakerless sound system, a wireless phone charger built into a side panel ledge, 19 USB ports, and Gogo's Galileo HDX connectivity system. Cabin acoustics have been improved with new door seals and curtains.

Avionics and Performance

The flight deck features the Garmin G5000 avionics suite with three flight displays — new to the XLS family, which previously employed the Collins Pro Line 21 system. This marks the completion of the transition to all Garmin avionics on in-production Citation models. The Ascend is powered by Pratt & Whitney Canada PW545D turbofans, delivering 100 pounds of additional thrust per engine compared to the PW545Cs on earlier XLS/XLS+ models. Carrying four passengers, the aircraft can fly 1,940 nautical miles, supporting nonstop trips throughout Europe. It also features a Honeywell auxiliary power unit. Maintenance intervals are 18 months or 800 flight hours, with the PW545D engines offering a time between overhaul of 6,000 hours. Hourly direct operating costs are estimated at approximately $2,200 through Textron's ProParts and ProTech fixed-rate contracts.

European Market Presence

Since its launch at EBACE 2023, the Ascend has attracted multiple orders in Europe. According to Textron, Europe is home to more than 1,700 of its turbine aircraft, including over 850 Cessna Citation business jets.

Piaggio Aerospace Books First Avanti NX Customer

Piaggio Aerospace has announced the first order for its newest generation P.180 Avanti NX aircraft. A European operator has become the launch customer with an order for two aircraft, announced at AERO Friedrichshafen 2026.

The two Avanti NX aircraft will be delivered in an executive business configuration, with stretcher modules to enable conversion for air ambulance operations. This order marks the first for the newest generation of the iconic Avanti family. Giovanni Tomassini, CEO of Piaggio Aerospace, stated: "We are proud to sign a contract for the sale of the Avanti NX so soon after unveiling the aircraft. Returning to AERO Friedrichshafen after a long absence and signing a contract for two aircraft demonstrates that, with the support of Baykar, we are making a strong comeback in the aviation market."

The Avanti NX represents the latest evolution of the Avanti series, building on the iconic P.180 design with major upgrades in systems, cabin interior, efficiency, and reliability. Piaggio Aerospace plans to gradually increase production in the coming years, targeting up to 30 aircraft per year over the next decade as demand continues to develop. This year also commemorates the 40th anniversary of the P.180's maiden flight. Thanks to its exceptional aerodynamic design, the aircraft continues to deliver unmatched capabilities for both business and special missions. Combining jet-class performance with turboprop efficiency, the Avanti NX delivers the lowest CO_2 emissions footprint in its category, meeting the increasing demand for more environmentally responsible air travel.

The two aircraft will join the operator's existing fleet of business jets, bringing class-leading comfort and expanded mission flexibility for both executive transport and critical medical evacuation services.

BOMBARDIER AND VISTA SIGN $300 MILLION SMART PARTS SERVICES AGREEMENT

Bombardier and Vista have announced a services agreement valued at $300 million over the next five years, with Bombardier providing Smart Parts cost-per-flight-hour services coverage for portions of Vista's Challenger and Global fleets. The master services agreement establishes a cost-per-flight-hour framework and includes parts cost protection.

The Smart Parts programs cover component exchanges for major systems, avionics, tires, brakes, and other areas. Bombardier is investing to increase parts availability tailored specifically to the Vista Bombardier fleet, which Vista stated will support higher aircraft availability.

Paul Sislian, Bombardier's Executive Vice President of Aircraft Sales and Aftermarket Services, stated:"Bombardier's pioneering Smart Parts cost-per-flight-hour programs are designed to maximize flexibility, convenience, and budget predictability, making it an ideal choice for our longstanding customer Vista. This services and support agreement with Vista leverages our Smart Parts programs and further deepens the relationship that exists between the two companies, providing cost protection for select models of Vista's Challenger and Global aircraft."

The announcement comes one week after

Vista took delivery of its first of 18 Global 8000 conversions (from the 7500) that will take place this year, following Vista's order in February for 40 Challenger 3500s with options for an additional 120 aircraft. That order carried a firm value of 4.72 billion if all options are exercised. Both the newly upgraded 8000s and incoming Challenger 3500s will be covered under the services agreement.

Nick van der Meer, Vista Chief Operating Officer, added:"This agreement marks an important step in further enhancing the reliability and performance of the Vista fleet. By leveraging Bombardier's Smart Parts programs, we are strengthening our ability to deliver a seamless and consistent experience to our clients around the world. Predictable maintenance and optimized aircraft availability are key to ensuring that every Vista flight meets the highest standards of quality, safety, and service that our clients expect."

GULFSTREAM DELIVERS 10TH G700 AIRCRAFT TO QATAR EXECUTIVE, COMPLETING 2019 ORDER

Gulfstream Aerospace Corp announced it has delivered the 10th G700 aircraft to Qatar Executive, the private jet charter division of Qatar Airways Group. This delivery completes the order announced in October 2019 and marks the 25th Gulfstream aircraft delivered to Qatar Executive since the partnership commenced in 2015. "Qatar Executive has been a valued and respected partner for more than a decade," said Mark Burns, president, Gulfstream. "We were honored to have them as our international partner for the G700 launch and first delivery and appreciate their continued trust as we deliver yet another high-quality aircraft to their growing world-class fleet."

For Qatar Executive, the delivery of this G700 is a key milestone in its continuous growth strategy, reinforcing its position as a leader in the global business aviation market while continuing to expand its capabilities and enhance the travel experience for its passengers.

The G700 features the most spacious cabin in the industry and the Gulfstream Cabin Experience with 100% fresh air, natural light from 20 Gulfstream Panoramic Oval Windows and the industry's lowest cabin altitude at the highest elevations. With a maximum operating speed of Mach 0.935 and a high-speed cruise of Mach 0.90, the ultralong-range G700 has more than 90 city-pair speed records to date.

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