

A SUPPLEMENT TO SP'S AVIATION



BIZAVINDIA

VOLUME 11 • ISSUE 2

WWW.SPS-AVIATION.COM/BIZAVINDIASUPPLEMENT



An initiative by **SP GUIDE PUBLICATIONS** &



PILATUS: BUSINESS AIRCRAFT POWER UNPRECEDENTED GROWTH **P 4**

ARE SAFETY NORMS BEING COMPROMISED? **P 16**

A DEFINING MOMENT FOR AVIATION SAFETY IN INDIA **P 18**

+ MORE...

GREENER AVIATION

PAGE 9

GULFSTREAM AEROSPACE IS LEADING THE INDUSTRY'S 'SUSTAINABILITY' EFFORTS, WITH INNOVATIONS AND OPERATIONS INCREASINGLY DESIGNED WITH SUSTAINABILITY IN MIND



THE SUPER VERSATILE JET

Spend more time where you really want to be. The PC-24 gives you access to thousands of airports that other jets can only fly over.

 **Crafted in Switzerland**



pilatus-aircraft.com



ON THE COVER:

Gulfstream Aerospace leads global sustainable aviation efforts through a comprehensive strategy focused on Sustainable Aviation Fuel, operational efficiency, and eco-innovation, offering fuel-efficient aircraft and integrating sustainability across its operations to reduce environmental impact and advance greener aviation practices.

Cover Photograph:
GulfstreamAero / x

A SUPPLEMENT TO SP'S AVIATION 2025
VOLUME 11 • ISSUE 2

CONTENTS

PAGE 4

PILATUS MILESTONE BUSINESS AIRCRAFT POWER UNPRECEDENTED GROWTH

BY ROHIT GOEL

PAGE 9

GULFSTREAM SUSTAINABILITY TRAILBLAZING GREEN SKIES

BY ROHIT GOEL

PAGE 13

FROM NBAA SUSTAINABILITY LEADING THE SUSTAINABILITY PUSH

COURTESY NBAA

PAGE 15

DASSAULT CABIN CREW CELEBRATING OUR FLIGHT ATTENDANTS

BY JEAN KAYANAKIS, SENIOR VICE PRESIDENT, WORLDWIDE CUSTOMER SERVICE & SERVICE CENTER NETWORK, DASSAULT AVIATION

PAGE 16

INDUSTRY SAFETY ARE SAFETY NORMS BEING COMPROMISED?

BY SWAATI KETKAR

PAGE 18

INDUSTRY SAFETY A DEFINING MOMENT FOR AVIATION SAFETY IN INDIA

BY SWAATI KETKAR

PAGE 20

FROM NBAA SUSTAINABILITY PASSENGER CABINS ARE TURNING GREENER

COURTESY NBAA



PILATUS AIRCRAFT HAS EVOLVED INTO A GLOBAL AEROSPACE POWERHOUSE. WITH A LEGACY ROOTED IN RUGGED PERFORMANCE AND GLOBAL VERSATILITY OF ITS BUSINESS AIRCRAFT, ITS FLEET IS SERVING REMOTE CORNERS OF THE AMAZON, AFRICA, AND ALASKA, AS WELL AS MILITARY AND MEDEVAC MISSIONS ACROSS MORE THAN 60 NATIONS.

REGULAR DEPARTMENTS

2 FROM THE EDITOR'S DESK

3 MESSAGE FROM PRESIDENT, BAOA

22 NEWS AT A GLANCE



FROM THE EDITOR-IN-CHIEF



PUBLISHER AND EDITOR-IN-CHIEF

Jayant Baranwal

DEPUTY MANAGING EDITOR

Neetu Dhulia

BAOA MANAGEMENT

Harsh Vardhan Sharma
President, BAOA
Group Captain R.K. Bali (Retd),
Managing Director, BAOA

CHAIRMAN & MANAGING DIRECTOR

Jayant Baranwal

EXECUTIVE VICE PRESIDENT

Rohit Goel

SR. EXECUTIVE - NEW INITIATIVES

Sarthak Baranwal

DESIGN TEAM

Senior Designer: Vimlesh Kumar Yadav,
Designer: Sonu S. Bish

GROUP DIRECTOR - SALES & MARKETING

Neetu Dhulia

DIRECTOR - SALES

Rajeev Chugh

MANAGER - HR & ADMIN

Bharti Sharma

DEPUTY MANAGER - CIRCULATION

Rimpy Nischal

GROUP RESEARCH ASSOCIATE

Survi Massey

SP'S WEBSITES

Sr Web Developer: Shailendra P. Ashish
Web Developer: Ugrashen Vishwakarma
© SP Guide Publications, 2025

ADVERTISING

neetu@spguidepublications.com
rajeev.chugh@spguidepublications.com

SP GUIDE PUBLICATIONS PVT LTD

A-133 Arjun Nagar,
(Opposite Defence Colony)
New Delhi 110003, India.
Tel: +91 (11) 40042498, 40793308
E-mail: info@spguidepublications.com

Owned, published and printed by Jayant Baranwal, printed at Kala Jyothi Process Pvt Ltd and published at A-133, Arjun Nagar (Opposite Defence Colony), New Delhi 110 003, India. All rights reserved. No part of this publication may be reproduced, stored in a retrieval system, or transmitted in any form or by any means, photocopying, recording, electronic, or otherwise without prior written permission of the Publishers.

FOLLOW US ON



facebook

SPPublications



SP GUIDE PUBLICATIONS

'Safety of Passengers' should be the primary concern of all Aircraft manufacturers and also be the non-negotiable mantra for all operators. The significant loss of lives in recent crashes, that India has seen, of fixed wing and rotary wing aircraft, should be enough to shake and wake up the entire aviation ecosystem.

Dear Reader,

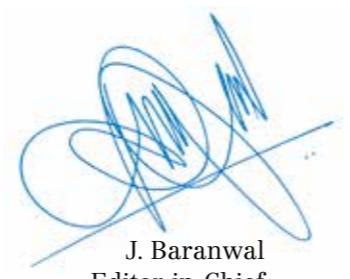
A helicopter crash in Uttarakhand on June 15 claimed seven lives, including a child, marking the fifth helicopter-related incident in the Char Dham region within six weeks. The rising number of accidents highlights serious concerns over the safety of pilgrimage flights amid increasing demand and operational stress. Preliminary reports suggest the crash was due to controlled flight into terrain during poor visibility. Simultaneously, the fatal crash of an Air India Boeing 787 Dreamliner in Ahmedabad has intensified scrutiny on India's aviation safety standards. Despite rapid sectoral growth, systemic flaws in maintenance oversight, frontline risk reporting, and regulatory enforcement persist. The spotlight is now on India's aviation framework, where safety is often seen as a checklist rather than a core principle. These back-to-back tragedies underscore an urgent need for sweeping, proactive safety reforms to prevent future loss of life and preserve trust in India's aviation sector. Aviation analyst Swaati Ketkar analyses both these crashes, urging that these tragedies serve as a turning point for improved air safety in India.

Gulfstream Aerospace has established itself as a global leader in sustainable aviation through a comprehensive strategy centred on Sustainable Aviation Fuel (SAF), infrastructure efficiency, and eco-conscious innovation. Since pioneering SAF usage in business jets in 2011, the company has expanded its efforts to include record-breaking transatlantic SAF flights, LEED-certified facilities, and fleet-wide demonstrations. Gulfstream's commitment spans manufacturing, operations, and advocacy, earning it top industry accreditations and aligning with global net-zero goals. Gulfstream is actively shaping aviation's green transition while setting new standards for business aviation's environmental responsibility. As Rohit Goel reports, for Gulfstream, the skies are not just the limit – they're a responsibility.

In 2024, Gulfstream appointed Smitha Hariharan as its first chief sustainability officer to drive strategic progress. Her work includes aligning sustainability with business value, optimising operational initiatives, and collaborating with advocacy efforts like CLIMBING FAST to accelerate the industry's journey toward net-zero carbon emissions by 2050. We have this report from NBAA.

In 2024, Pilatus Aircraft AG achieved record deliveries and strong financial performance, driven by high demand for its PC-12 NGX turboprop and PC-24 jet. Delivering 153 aircraft and generating CHF 1.633 billion in sales, Pilatus saw significant growth across both business and government sectors. Despite supply chain challenges, Pilatus invested in new facilities and acquisitions to secure its operations. Rohit Goel reports how a strengthened focus on innovation and sustainability has further positioned the company for long-term success, with business aviation remaining its primary growth driver.

All this and more in this issue of *BizAvIndia*. Welcome aboard and we wish you many happy landings!



J. Baranwal
Editor-in-Chief

MESSAGE FROM PRESIDENT, BAOA



PRESIDENT



BUSINESS AIRCRAFT OPERATORS ASSOCIATION

Dear Members,

I am pleased to update you on the continuous and meaningful engagement that BAOA has been having with the Ministry of Civil Aviation and the Directorate General of Civil Aviation (DGCA) over the past months. These interactions are aimed at ensuring that the policy and regulatory framework for General and Business Aviation (GA/BA) evolves in a way that promotes growth while maintaining the highest standards of safety.

As part of this ongoing dialogue, DGCA has constituted four dedicated committees to examine and propose amendments to various Civil Aviation Requirements (CARs). I am happy to share that BAOA has been nominated to all four committees, which are now meeting regularly. This is a significant step forward, ensuring that inputs from the GA/BA sector are well represented and that the revised CARs reflect the specific operational needs of non-scheduled and general aviation operators, without compromising on safety.

In another important development, BAOA has been invited to actively participate in the upcoming Helicopter and Small Aircraft Summit scheduled to be held in Pune, Maharashtra, on June 24, 2025. We see this as a valuable opportunity to further advance our advocacy for recognising the pivotal role of general and business aviation as a key enabler in India's journey towards becoming a *Viksit Bharat*.

On the infrastructure front, BAOA is actively working with its Mumbai-based members to address recent parking challenges, including abrupt and unfair cancellations of existing parking permissions. Our collective efforts, in coordination with senior government officials and the DGCA, are aimed not only at resolving the current situation but also at developing a sustainable, collaborative and forward-looking approach to GA/BA infrastructure at brownfield airports across India.

The recent fatal accident in Uttrakhand, we strongly urge the helicopter operators community to review every aspect of procedure and safety measure as stringently as possible ensuring the fool proof operations thereby full safety of the passengers - the very key to the business.

As always, safety remains our foremost priority. Recent incidents in the sector are a reminder of the constant vigilance and adherence to best practices required of us all—especially during the ongoing Char Dham Yatra season, when traffic and risks are heightened. Let us all renew our commitment to safe and efficient flying.

BAOA remains steadfast in its mission to serve and support our members through constructive engagement, collaborative problem-solving, and advocacy for long-term growth of general and business aviation in India.

Wishing all of you safe skies and happy landings!



Harsh Vardhan Sharma
President, BAOA





PHOTOGRAPHS: Pilatus

PILATUS DELIVERED 153 AIRCRAFT IN 2024, MARKING ONE OF THE BEST YEARS IN THE COMPANY'S STORIED HISTORY. LEADING THIS GROWTH WERE THE SUPER VERSATILE JET THE PC-24 (SHOWN HERE) AND THE PC-12 NGX (SHOWN ON THE RIGHT), THE NEW UPGRADE OF THEIR BEST SELLER AIRCRAFT.

Business Aircraft Power Unprecedented Growth

BY ROHIT GOEL

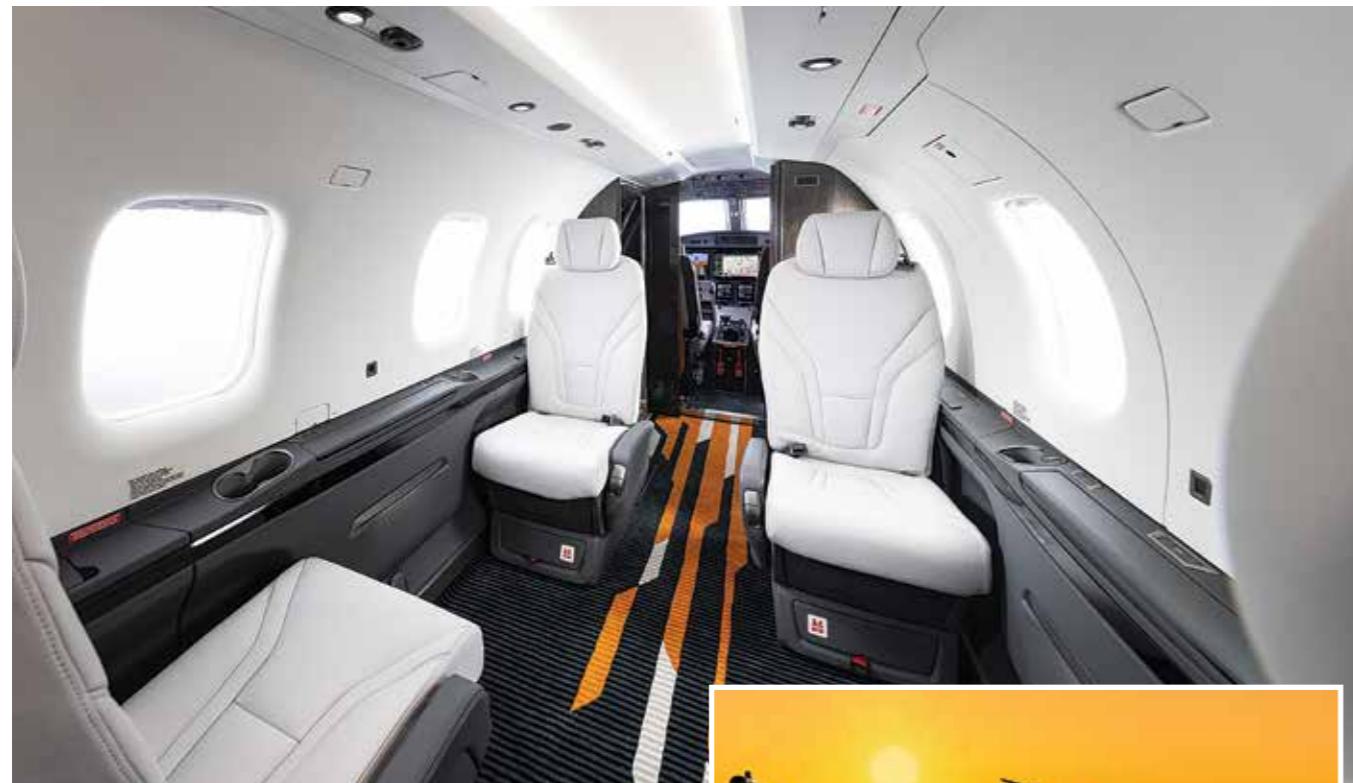
SWISS MANUFACTURER PILATUS AIRCRAFT AG celebrated a truly remarkable 2024, posting record deliveries, soaring sales, and a robust order book, all despite ongoing global supply chain challenges. At the heart of this success was the unwavering demand for the company's business aircraft, with the PC-12 single-engine turboprop and the PC-24 "Super Versatile Jet" leading the charge.

Pilatus delivered 153 aircraft in 2024, marking one of the best years in the company's storied history. This figure included 96 PC-12 NGXs, 51 PC-24s, and 6 PC-21s, showcasing strong demand across both business and government aviation segments. Total sales reached 1.633 billion Swiss francs (about \$1.8 billion), repre-

senting a more than 10 per cent increase over 2023, while the order book swelled to 2.193 billion Swiss francs (\$2.4 billion), underscoring the company's healthy future prospects.

Demand for their PC-12 and PC-24 remains high. PC-12 was the most flown business aircraft in the USA over the period of a year. The new PC-24 Super Versatile Jet with greater range and payload capacity, plus the option of a divan and a new entertainment system, was successfully launched on the market. The PC-21 Next Generation Trainer aircraft also continues to impress: last November, Pilatus contracted to deliver 19 PC-21 aircraft for the renowned Royal Canadian Air Force. In February of this year, Pilatus secured the Netherlands as the launch





THE LATEST UPGRADE, THE PC-12 PRO, UNVEILED IN 2025, FEATURES GARMIN G3000 PRIME AVIONICS, AUTOLAND, ENHANCED COCKPIT ERGONOMICS, AND READINESS FOR SUSTAINABLE AVIATION FUEL (SAF)

customer for their brand-new PC-7 MKX. The Koninklijke Luchtmacht is the first customer to opt for the PC-7 MKX. The new training system will provide them with a cost-effective, state-of-the-art solution for basic training.

Interest in Pilatus aircraft continues to grow across Asia, including key markets such as Southeast Asia, Japan, and India. In March, the first-ever PC-24 was delivered to India, followed by two additional units later in the year. This development, in what remains a promising yet complex market, did not go unnoticed and contributed positively to regional demand. Pilatus also showcased the PC-24 in the Philippines in May, leading to the first delivery in that country by November, an ideal setting for the Super Versatile Jet.

BUSINESS AIRCRAFT: THE GROWTH ENGINE

The company's operating profit (EBIT) stood at 243 million Swiss francs, a testament to Pilatus's ability to maintain profitability



DEMAND FOR THEIR PC-12 AND PC-24 REMAINS HIGH. PC-12 WAS THE MOST FLOWN BUSINESS AIRCRAFT IN THE USA OVER THE PERIOD OF A YEAR



despite supply chain disruptions and rising costs. Segment-wise, business aviation accounted for nearly 77 per cent of total sales, with government aviation making up the remaining 23 per cent. This distribution highlights the pivotal role of business aircraft in Pilatus's financial success. Of the 153 aircraft delivered, 96 were PC-12 NGXs, Pilatus's flagship turboprop singles and 51 were PC-24s, the so-called "Super Versatile Jets".

Pilatus PC-12: The Ultimate Single-Engine Turboprop

The PC-12 NGX continued its reign as one of the most versatile and reliable business aircraft on the market. In 2024, it was recognised as the most flown business aircraft in the United States, a distinction that speaks to its popularity among operators for a wide range of missions, from executive transport to air ambulance, cargo, and special operations. Pilatus delivered 96 PC-12 NGXs, solidifying its position as the backbone of the company's business aviation portfolio.

The Pilatus PC-12 remains the world's most popular single-engine turboprop, celebrated for its unmatched versatility, reliability, and comfort. The latest iteration, the PC-12 NGX,



MARKETED AS THE WORLD'S FIRST AND ONLY SUPER VERSATILE JET, THE PC-24 IS DESIGNED TO OPERATE FROM UNPAVED RUNWAYS GRANTING ACCESS TO OVER TWICE AS MANY AIRPORTS AS COMPARABLE LIGHT JETS



record, solidifying its reputation as the benchmark for single-engine turboprop performance and utility.

PC-24: The Super Versatile Jet

The PC-24, recently enhanced with increased payload and range, enjoyed a highly successful market launch in 2024. Pilatus delivered 51 PC-24s, capitalising on the aircraft's unique ability to operate from short, unpaved runways and its flexible cabin configuration. The PC-24's versatility has made it a favorite among customers seeking an aircraft that can adapt to diverse mission profiles, whether for corporate travel, medical evacuation, or humanitarian missions.

The Pilatus PC-24, often called the world's first "Super Versatile Jet," is designed to combine the flexibility of a turboprop with the speed and comfort of a jet. It is engineered to operate from short, unpaved runways, a rare capability among business jets, making it accessible to a wider range of airports and



PILATUS'S RECORD YEAR WAS NOT ONLY ABOUT SALES AND DELIVERIES—IT ALSO MARKED A RENEWED COMMITMENT TO INNOVATION AND SUSTAINABILITY

destinations. The PC-24 is powered by two Williams FJ44-4A turboprop engines, each producing 3,420 pounds of thrust, enabling a maximum cruise speed of 425 knots (489 mph) and a range of up to 2,000 nautical miles.

The PC-24's spacious cabin accommodates up to 11 passengers in a standard configuration, with a flat floor and large cargo door for easy loading of bulky items. The jet's flexible interior can be quickly reconfigured for executive travel, medical evacuation, or cargo transport, ensuring adaptability for a wide variety of missions. Advanced avionics, including the Honeywell Primus Epic system, provide intuitive control and enhanced situational awareness for pilots. The PC-24 also features a pressurised cabin, allowing for comfortable flights at high altitudes, and is certified for steep-approach landings at challenging airports. With its rugged construction, exceptional short-field performance, and multi-mission capability, the PC-24 sets a new standard for versatility in business aviation.

Together, the PC-12 and PC-24 accounted for the vast majority of Pilatus's deliveries and sales, driving the company's record-breaking year. Business aircraft continued to be the primary growth driver. The deals underscored Pilatus's reputation for building rugged, reliable aircraft tailored to the rigorous demands of Business aircraft operators.

REGIONAL SALES AND MARKET EXPANSION

Pilatus's growth was broad-based, with strong sales across all major regions. The Americas accounted for 46 per cent of total sales, followed by Europe (29.6 per cent), Asia (14 per cent), Australia (8.4 per cent), and Africa (2 per cent). The company's expanding presence in the United States was highlighted by the acquisition of Aero Center Epps in Atlanta and plans for a new sales and service center in Bradenton, Florida, further strengthening its position on the US East Coast. In Asia, Pilatus delivered PC-24s to India and the Philippines, reflecting growing demand in emerging markets.

INNOVATION AND SUSTAINABILITY

Pilatus's record year was not only about sales and deliveries—it also marked a renewed commitment to innovation and sustainability. The company established a new Corporate Sustainability

department to develop its Sustainability Strategy 2.0, with a focus on reducing its environmental footprint. Pilatus is investing in new technologies, including a partnership with Synhelion, an ETH spin-off developing CO₂-neutral jet fuel. These initiatives position Pilatus at the forefront of sustainable aviation.

ADDRESSING CHALLENGES AND INVESTING IN THE FUTURE

Despite its success, Pilatus continued to face supply chain bottlenecks and quality issues with certain suppliers. In response, the company is increasing vertical integration, including investments in a new facility in Seville, Spain, and the acquisition of Ruag Aerostructure Switzerland.

PILATUS – KEY FACTS		
	Total Sales 1.633 Billion	+10.5%
	EBIT 243 Million	+1.3%
	Orders Received 2.193 Billion	+44.9%
	Order Book Value 2.917 Billion	+25.5%
	Total 153 Aircraft	6 PC-21 96 PC-12 51 PC-24
	Full-Time Equivalents 3326 Employees	140 Apprentices 55.3% in Production 87.4% in Switzerland

These moves are designed to secure critical components and streamline production.

Pilatus also expanded its workforce, increasing full-time equivalent positions by 16.8 per cent to 3,326, reflecting its commitment to meeting rising demand and ensuring high-quality service for customers.

Pilatus enters 2025 with a strong order book and a clear focus on business aviation as its core growth driver. Their CHF 2.193 billion backlog indicates robust future demand. The company's ability to innovate, adapt to market demands, and invest in sustainability and infrastructure positions it well for continued success in a competitive global market. Pilatus Aircraft's 2024 was defined by record-breaking deliveries, robust financial results, and a clear emphasis on business aircraft as the engine of growth. With the PC-12 and PC-24 leading the way, Pilatus has cemented its reputation as a manufacturer of versatile, reliable, and innovative aircraft. As the company looks to the future, its investments in sustainability, technology, and global expansion promise to keep Pilatus at the forefront of the aviation industry. While reinforcing its supply chain, expanding global footprints, and embracing sustainability, Pilatus has forged a blueprint for steady growth in aerospace. As long as the demand for versatile, reliable business aircraft continues, Pilatus appears ready for takeoff, once again. BAI



INTEREST IN PILATUS AIRCRAFT CONTINUES TO GROW ACROSS ASIA, INCLUDING KEY MARKETS SUCH AS SOUTHEAST ASIA, JAPAN, AND INDIA. IN MARCH, THE FIRST-EVER PC-24 WAS DELIVERED TO INDIA, FOLLOWED BY TWO ADDITIONAL UNITS LATER IN THE YEAR.



GULFSTREAM'S LONG-TERM STRATEGY IS TO NORMALISE SAF USE AND PROMOTE INDUSTRY PARTNERSHIPS, AND INFLUENCE GLOBAL AVIATION EFFORTS TOWARDS NET ZERO

Trailblazing Green Skies

BY ROHIT GOEL

PHOTOGRAPHS: Gulfstream

AN AMBITIOUS TARGET OF achieving net zero emissions by 2050 stares the aviation industry in the eye as it grapples with mounting pressure to decarbonise. Amidst this, Gulfstream Aerospace stands as a pioneering force, charting a greener course long before sustainability became a regulatory requirement or a branding imperative. Back in 2015, Gulfstream took a bold step

Gulfstream became the first business jet manufacturer to secure a consistent supply of Sustainable Aviation Fuel (SAF) through an agreement with World Fuel Services and has continued to lead the sustainability journey

that would place it ahead of the industry curve when it became the first business jet manufacturer to secure a consistent supply of Sustainable Aviation Fuel (SAF) through an agreement with World Fuel Services.

That early move was strategic and positioned Gulfstream not just as an early adopter, but as a sustainability leader among original equipment manufacturers (OEMs). Ten years later, this



“AT GULFSTREAM, LEADING OUR INDUSTRY CLOSER TO DECARBONISATION IS A LONG-STANDING PRIORITY, AND TESTING, EVALUATING AND PROMOTING NEW DEVELOPMENTS IN SAF TAKES US ANOTHER STEP CLOSER TO THAT GOAL”

— MARK BURNS, PRESIDENT, GULFSTREAM

commitment has evolved into a multidimensional sustainability program that spans aircraft innovation, renewable energy integration, eco-conscious infrastructure, and global climate collaboration.

However, Gulfstream had started to make a sustainable statement even before 2015. In 2011, Gulfstream G450 became the first business jet to complete a trans-Atlantic flight using SAF.

Continuing the efforts, the company has also greatly increased its use of SAF. It surpassed 2 million nautical miles flown using SAF blends in 2022, and today is well on its way to 3 million. In 2023, Gulfstream completed the world's first trans-Atlantic flight using 100 per cent SAF. It maintains a consistent, dedicated supply of SAF for daily operations, and in 2019 became the first OEM to make SAF available to customers. In addition, the company has pledged to achieve carbon-neutral status for all Airborne Customer Support, demo and corporate flights from 2023 onward, using SAF and carbon offsets, and is active in promoting the benefits of SAF to others in business aviation.

And in 2023, Gulfstream became the first OEM to earn all four accreditations offered by NBAA's Sustainable Flight Department Accreditation Program, in Flight, Operations, Ground Support and Infrastructure. Getting these accreditations took work, but NBAA's tool sets and personal attention made for an exceptional learning experience.

“These accreditations show the success of our long-term sustainability journey. The biggest opportunity that business aviation has to drive sustainability today is to get enough operators using SAF that fuel manufacturers start making SAF available across the country and around the world,” said Scott Evans, Director of Demonstration, Airborne Customer Support and Corporate Flight Ops at Gulfstream.

THE SAF REVOLUTION: GULFSTREAM’S BOLDEST FLIGHT PATH

At the heart of Gulfstream's sustainability story is its ground-breaking SAF strategy. Since that first SAF delivery in 2016, the company has scaled up its usage of renewable fuels across test, corporate, and demonstration flights. It has worked with engine manufacturers and regulators to validate SAF's safety and performance, culminating in some of the most significant milestones in business aviation's green transition.



IN 2021, GULFSTREAM BECAME THE FIRST BUSINESS JET OEM TO SIGN THE WORLD ECONOMIC FORUM’S CLEAN SKIES FOR TOMORROW 2030 AMBITION STATEMENT

1,65,000-square-foot LEED Silver-certified Service Center East, reflecting the company's commitment to resource-efficient building design. This complements similar facilities in Van Nuys, Appleton, Farnborough, and elsewhere.

In 2023, Gulfstream added solar panels to its Savannah Research and Development Campus, powering its engineering and innovation teams with clean electricity. These initiatives speak to Gulfstream's goal of reducing its Scope 1 and 2 emissions while future-proofing its operations against carbon pricing and climate regulation.

EFFICIENT AIRCRAFT INNOVATION

Product innovation remains the cornerstone of Gulfstream's sustainability philosophy. Each new generation of jets is not only more luxurious but also significantly more fuel-efficient and environmentally friendly.



ON NOVEMBER 20, 2023, A GULFSTREAM G600 COMPLETED THE FIRST-EVER TRANSATLANTIC FLIGHT POWERED BY 100 PER CENT SAF IN BOTH ENGINES

The G700, which entered service in 2024, exemplifies this philosophy. It combines Rolls-Royce's Pearl 700 engines with Gulfstream's proprietary clean-wing and aerodynamic winglet designs, enabling higher speed, longer range, and lower fuel consumption. Its sister aircraft, the G800, took its maiden flight in 2022, also powered by SAF blends in both engines.

These aircraft are proof that sustainability and performance are not mutually exclusive. In fact, for Gulfstream, they are increasingly synonymous.

CERTIFYING COMMITMENT

Beyond operational actions, Gulfstream has also sought independent validation of its sustainability practices:

- Its Farnborough customer support facility earned ISO 14001 certification for environmental management.
- The company received the Sustainability Leadership Award from the Business Intelligence Group in both 2019 and 2022.
- In a notable industry first, Gulfstream earned all four NBAA Sustainable Flight Department Accreditations—covering flight, ground support, operations, and infrastructure—in 2023. Such certifications reinforce that Gulfstream's efforts are not just internal benchmarks, but are externally recognised for their impact.

ALIGNING WITH GLOBAL NET-ZERO GOALS

In 2021, Gulfstream became the first business jet OEM to sign the World Economic Forum's Clean Skies for Tomorrow 2030 Ambition Statement. This global pledge aligns Gulfstream with the broader mission of achieving net-zero carbon emissions by 2050, with SAF playing a pivotal role in the transition.

This alignment underscores Gulfstream's role not only as a business aviation leader but as an industry influencer, actively participating in shaping policy, investing in SAF development, and encouraging industry-wide adoption.

Gulfstream's sustainability strategy encompasses three pillars – energy and emissions; operations; and culture and learning – and supports industry goals established by the NBAA, the General Aviation Manufacturers Association (GAMA) and the International Business Aviation Council (IBAC). The goals are a 2 per cent improvement in fuel-efficiency per year from 2010 to 2020; carbon-neutral growth from 2020 onward; and net-zero carbon dioxide emissions by 2050.

“At Gulfstream, leading our industry closer to decarbonisation is a long-standing priority, and testing, evaluating and promoting new developments in SAF takes us another step closer to that goal,” said Mark Burns, President, Gulfstream. “Gulfstream has long prioritised sustainable products and practices through innovations in aerodynamics, aircraft technologies, engineering, manufacturing and infrastructure, as well as in facilities operations and our investments in SAF research and development.”

GULFSTREAM’S SAF-POWERED PROGRESS: A TIMELINE OF GREEN AVIATION MILESTONES

Gulfstream Aerospace's commitment to sustainable aviation is not confined to pledges or future intentions, it's been taking shape mile by mile, flight by flight, steadily advancing the case for cleaner skies, proving not only SAF's technical viability but its compatibility with high-performance, long-range business jets.

SAF is derived from renewable or waste-based feedstocks, such as agricultural residue, used cooking oil, and non-fossil waste materials. When compared with conventional jet fuel, SAF can reduce carbon emissions by up to 80 per cent over its lifecycle. While not a silver bullet, it's currently the most impactful decarbonisation solution available for aviation and Gulfstream has been at the forefront of demonstrating its potential.

HISTORIC SAF FLIGHTS BY GULFSTREAM

- **2023 – First Transatlantic Flight on 100 per cent SAF:** One of Gulfstream's most groundbreaking achievements came on November 20, 2023, when a Gulfstream G600 completed the first-ever transatlantic flight powered by 100 per cent SAF in both engines. The aircraft flew from Savannah, Georgia, to Farnborough, England, clocking a flight time of nearly seven hours. This mission not only demonstrated SAF's long-haul capability but also marked a turning point in business aviation's green revolution. Pratt & Whitney, Safran, Eaton, World Fuel Services, and World Energy were partners with the OEM for this flight.
- **2022 – First Flight Using 100 per cent SAF in One Engine:** On December 16, 2022, a Gulfstream G650 became the first business jet to fly with one engine running exclusively on a 100 per cent SAF blend. The mix included 90 per cent HEFA (Hydroprocessed Esters and Fatty Acids) and 10 per cent SAK (Synthesised Aromatic Kerosene)—a blend designed to mimic the properties of conventional jet fuel while minimizing carbon footprint. This flight was done in partnership with Rolls-Royce, World Fuel Services, and World Energy.
- **2022 – G800's Maiden Flight with SAF Blend:** The Gulfstream G800, representing the future of ultra-long-range business travel, took its first flight on June 28, 2022, powered by a 30/70 SAF to Jet A blend. This early commitment to SAF in the aircraft's testing and certification phase reinforced Gulfstream's integration of sustainability from the drawing board to delivery.
- **2020 – G700 Takes Off with SAF:** Even before certification, the Gulfstream G700 joined the sustainable flight movement. Its first flight on February 14, 2020, was powered by a 30/70 blend of SAF and Jet A across both Rolls-Royce Pearl 700 engines, setting the tone for what would become a flagship sustainability platform.

PIONEERING INTERNATIONAL GREEN ROUTES

- In May 2016, Gulfstream sent its G450 and G550 demonstration aircraft from Savannah to Geneva for the European Business Aviation Convention & Exhibition (EBACE)—both powered by 30/70 SAF blends made from agricultural waste. The symbolic transatlantic delivery flight helped raise awareness and push regulatory discussions about SAF in Europe.



IN 2023, GULFSTREAM BECAME THE FIRST OEM TO EARN ALL FOUR ACCREDITATIONS OFFERED BY NBAA'S SUSTAINABLE FLIGHT DEPARTMENT ACCREDITATION PROGRAM, IN FLIGHT, OPERATIONS, GROUND SUPPORT AND INFRASTRUCTURE

promote SAF. We hope that our signing and focus on this ambitious goal will be the first of many more manufacturers to follow."

As 2030 approaches, Gulfstream's sustainability journey is entering a new phase. The company is expected to continue investing in advanced SAF testing and sourcing, sustainable supply chains and lifecycle analysis, low-carbon propulsion research, possibly including hybrid-electric systems, and waste and water conservation across global operations. More importantly, Gulfstream's internal culture, from its engineering floors to executive offices, is increasingly driven by the imperative to design and operate in harmony with the planet.

As their mission statement affirms, "Our breakthrough aircraft innovations, renewable fuel leadership and business practices reflect our commitment to a more sustainable path forward."

For Gulfstream, the skies are not just the limit—they're a responsibility. And after a decade of measurable action, the company continues to define what it means to fly sustainably in the 21st century. **BAI**

- As early as October 2011, Gulfstream had already etched its name in sustainability history. A G450 flew from Morrisville, New Jersey, to Paris, France, with one engine powered by a 50/50 SAF blend derived from camelina, marking the first transatlantic flight by a business jet using SAF.

FLEET DEMONSTRATIONS AND INDUSTRY LEADERSHIP

Gulfstream also brought SAF to major industry events, showcasing its readiness across a full fleet. In 2012, a fleet of five aircraft, including the G650, G550, G450, G280, and G150, departed Savannah for the NBAA Convention in Orlando, powered by a 50/50 camelina-based SAF blend and that has continued for further events since then. Each event underscored Gulfstream's ongoing strategy: proving that every aircraft in its lineup could operate safely, efficiently, and reliably on SAF blends, well before mandates or industry pressure made it commonplace.

These flight milestones reflect a long-term strategy to normalise SAF use and promote industry partnerships, and influence global aviation efforts towards net zero. By rigorously testing SAF in real-world scenarios, across diverse routes and aircraft platforms, Gulfstream continues to validate the fuel's promise—while reinforcing its place as a trailblazer in sustainable aviation.

With each milestone flight, Gulfstream brings the industry one step closer to decarbonising the skies—proving that even in luxury aviation, climate responsibility and performance can soar together.

In 2021, when Gulfstream signed the World Economic Forum's Clean Skies for Tomorrow 2030 Burns said, "For more than 60 years, Gulfstream has moved business aviation forward, setting the standards for performance, innovation, safety and comfort. The Clean Skies for Tomorrow 2030 Ambition Statement is a call to action to grow the supply and use of SAF. We are committed to continuing to use and pro-



SINCE THAT FIRST SAF DELIVERY IN 2016, GULFSTREAM HAS SCALED UP ITS USAGE OF RENEWABLE FUELS ACROSS TEST, CORPORATE, AND DEMONSTRATION FLIGHTS

Leading the Sustainability Push

COURTESY NBAA

PHOTOGRAPHS: Gulfstream

BUSINESS AVIATION IS A sustainability leader. Despite accounting for just 0.04 per cent of global carbon emissions, the industry continues to develop lower-emissions aircraft and identify new ways to reduce waste and emissions from business operations.

Gulfstream has brought in a Chief Sustainability Officer to lead the charge of the company's progress towards industry and internal sustainability goals

Among business aviation companies, Gulfstream Aerospace is at the sustainability forefront. In addition to designing increasingly efficient business jets – its current fleet features fuel-efficiency gains of up to 33 per cent over previous models – the company has implemented a series of initiatives to lower



“SUSTAINABILITY HAS BEEN A GULFSTREAM PILLAR SINCE 2009, WHEN THE COMPANY STARTED LOOKING MORE CLOSELY AT AIRCRAFT EFFICIENCY, REDUCING THE CARBON FOOTPRINT OF OPERATIONS, AND EXPLORING ALTERNATIVE FUELS”

— SMITHA HARIHARAN, VICE PRESIDENT & CHIEF SUSTAINABILITY OFFICER

the environmental impact of its business operations during the past decade.

When, in 2024, the company wanted to get even more aggressive about sustainability, it needed just the right person to lead the charge in the new role of chief sustainability officer. The person Gulfstream hired was Smitha Hariharan.

ACCELERATING PROGRESS IN BUSINESS AVIATION SUSTAINABILITY

Gulfstream brought Hariharan on board to help accelerate the company's progress towards industry and internal goals, which include meeting General Dynamics' goals of reducing Scope 1 and Scope 2 carbon dioxide emissions by 40 per cent by 2034, relative to 2019.

“Sustainability has been a Gulfstream pillar since 2009, when the company started looking more closely at aircraft efficiency, reducing the carbon footprint of operations, and exploring alternative fuels,” she explained. “I was brought on board to look under the hood, review sustainability efforts across the organisation, prioritise projects that move us towards strategic goals, fund those projects and measure the results.”

INSIDE GULFSTREAM'S SUSTAINABILITY STRATEGY

Using sustainable aviation fuel to lower flight operations emissions is central to Gulfstream's sustainability strategy. The company is also creating more sustainable operations on the ground. Its newer facilities boast energy-saving features including recycled building materials, energy-efficient lighting, radiant heating systems, advanced HVAC control systems for heating and cooling, rainwater harvesting and preferred parking for low-emission automobiles.

That's all great – but it's not enough for Hariharan.

“All of these areas need to be more environmentally sustainable,” she said.

MAKING BUSINESS GOALS AND SUSTAINABILITY GOALS MUTUALLY SUPPORTIVE

For many business aviation companies, one of the biggest obsta-

cles to implementing more aggressive sustainability initiatives can be justifying sustainability investments from a bottom-line perspective. According to Hariharan, while the Paris Climate Agreement brought attention to business sustainability, it also highlighted the perceived dichotomy between sustainability and profitability.

For her, ensuring that business goals and sustainability goals are mutually supportive is key to making meaningful progress. Doing sustainability right means really, deeply understanding how your business creates value – and how sustainability programmes can accelerate value creation.

“Laying down the right framework for your company and where it is on the sustainability journey requires clear thinking, identifying priorities and understanding the role your organisation plays in the business aviation value chain,” she explained.

PARTNERING WITH CLIMBING. FAST. TO DRIVE BUSINESS AVIATION SUSTAINABILITY

As part of its effort to lead in sustainability, Gulfstream is partnering with CLIMBING. FAST., an advocacy campaign showcasing business aviation's many benefits to society, from creating opportunities for today's workforce to spearheading the drive to achieve net-zero carbon emissions by 2050. The campaign highlights business aviation sustainability leaders, innovations, and milestones, in addition to the industry's value to citizens, businesses and communities.

According to Hariharan, CLIMBING. FAST. effectively communicates the shared goals of business aviation companies and the industry's significant sustainability achievements, while also identifying ways the industry can collaborate to lower emissions and reduce waste. Based on her work at Gulfstream and things like the company's partnership with CLIMBING. FAST., she is optimistic about progress toward sustainability in business aviation.

“I am so glad to be a part of this company and this industry at this time,” Hariharan said. “The pace at which we are approaching sustainability is incredible, and establishes business aviation as a leader in this space.” 



BY JEAN KYANAKIS, SENIOR VICE PRESIDENT, WORLDWIDE CUSTOMER SERVICE & SERVICE CENTER NETWORK, DASSAULT AVIATION

Celebrating Our Flight Attendants

Flight attendants are often the unsung heroes of aviation. In the most dire situations, they have undoubtedly saved lives. And in more routine situations, they make the passenger experience better

ates a large Falcon fleet. She was an early member of our OAB Completion Improvement & Innovation working group, helping us design better cabins.

We've profiled flight attendants in Above & Beyond magazine who helped evacuate employees around the world during the Covid crisis and who found these flights among the most rewarding in their careers.

Also, in Above & Beyond, we've written about our Dassault staff providing cabin familiarization training because cabin systems, including comms, entertainment, galleys and berthing setups all need to be thoroughly understood. This is supplemented by safety training.

We've interviewed Victoria Blanton, who

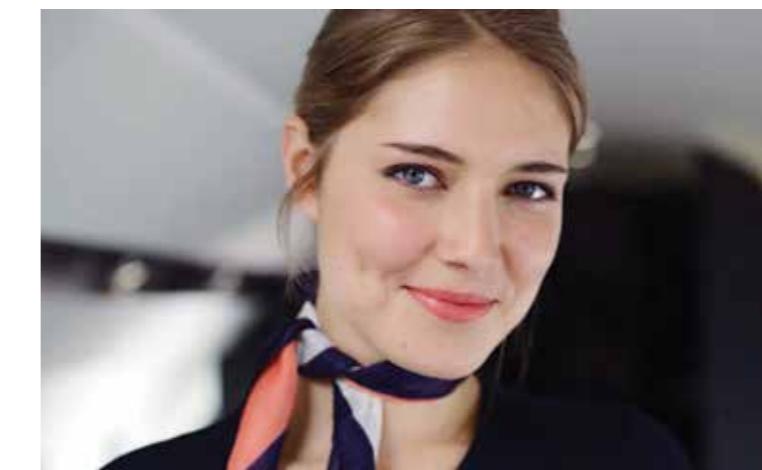
MAY 30 IS INTERNATIONAL Flight Attendant Day. You may not have known that. The tradition began in Canada in 2015 and is now celebrated by hundreds of thousands of flight attendants worldwide. Only a small number work in business aviation, and a smaller, elite group, numbering just six, works for Dassault Aviation.

They are among our hardest working employees (think about it; a Falcon 8X can fly over 13 hours, and flight attendants can spend hours prepping for a flight and more time post-flight – and there's no such thing as a co-flight attendant to share the load). In the early days of business jets, planes were smaller and flight times shorter. Coffee and snacks were likely to be a self-serve operation.

But that is not how we fly today. Our Falcon 2000LXS can fly for over eight hours. Passengers use this range capability to work online, dine and sleep. This means the flight attendant is often charged with keeping SATCOM systems operational; aiding passengers in using them; preparing and serving meals; berthing and unberthing seats for sleeping; maintaining a tidy environment; and supporting passengers or customers from all corners of the world and multiple cultures, in many languages.

And they are there to support pilots, too.

I've written about flight attendants before, such as Ferry Meijer van de Nes, who works for an energy company that oper-



PHOTOGRAPHS: Dassault Aviation, DassaultFalcon/

manages cabin crews for Centreline Aviation in the UK. Victoria took the full flight attendant and safety training, then trained her own crews. She tells us everything must run like “clock-work” and does. Centreline operates two 900LX aircraft for RAF Squadron 32, the “Royal Squadron.” They fly the Prime Minister, other government VIPs and members of the Royal Family.

Of course, Falcons are flying heads of state and business leaders all the time. Falcon flight attendants keep them at the top of their game, ready for action the moment they walk down the boarding stairs. Usually, these flight attendants don't get a lot of recognition.

Now, they do. Our thanks to all, and especially our fantastic Dassault team. 



RELIEF AND RESCUE TEAMS AT THE SITE OF HELICOPTER CRASH ON KEDARNATH YATRA ROUTE. THE CRASHED HELICOPTER WAS COMPLETELY BURNT AND ALL 7 PASSENGERS DIED IN THE CRASH.

Are Safety Norms being Compromised?

BY SWAATI KETKAR

PHOTOGRAPH: UKSCRF / X

Is India's Helicopter boom at the cost of lives? Time for a reckoning on SOPs, safety, and accountability

THE INDIAN HELICOPTER INDUSTRY is at a crossroads. On the one hand, it promises exponential growth, with global OEMs eyeing a lucrative market ripe for fleet expansion, civil operations, and regional connectivity. On the other hand, the sector finds itself mired in an unfolding safety crisis, the one that is rapidly shaking public trust and exposing a glaring deficit in regulatory rigour, standard operating discipline, and operational accountability.

In less than 45 days, India has witnessed five helicopter crashes, two of them fatal. The Char Dham route, in particular, has emerged as a grim epicentre. The recent Kedarnath tragedy, which claimed seven lives, wasn't just an accident. It was the latest evidence of an unspoken rot in the country's general aviation ecosystem, one where following standard operating procedure (SOPs) appear to be optional, penalties are practically non-existent, and regulatory oversight is dangerously cosmetic.

THE CULTURE OF COMPLACENCY

Let's be blunt: What we are witnessing is the normal operational indiscipline in helicopter services, especially during pilgrimage charters and high-altitude sectors. Many operators, driven by seasonal profits and backed by opaque auditing, seem to treat SOPs more like suggestions than mandates. Are these operators more interested in filling seats than ensuring safety? Is adherence to procedures seen as an obstacle rather than a necessity?

The aviation sector, especially helicopter operations, cannot afford a culture of convenience when it comes to SOPs. Yet, pilots are reportedly being pushed to fly tight schedules with minimal rest, and aircraft dispatches are being cleared in challenging weather with barely a pause for risk evaluation. This isn't operational bravery; it is regulatory negligence hiding behind the veil of commercial urgency.

WHAT MUST THE MINISTRY DO?

Enough with the soft gloves. The Ministry of Civil Aviation (MoCA) needs to stop just issuing statements of "concern" and start acting like the regulator of one of the world's fastest-growing aviation sectors. This means:

- **Mandatory Pre-Flight SOP Audits:** Before any seasonal route (like Char Dham) is cleared for operation, operators should be made to undergo a comprehensive SOP and safety compliance audit. Every deviation, no matter how small should result in suspension.
- **Pilot Rostering Transparency:** A centralised digital log of pilot rosters, flight duty timings, rest hours, and cumulative air-time should be submitted to DGCA in real time. Pilot fatigue has been cited repeatedly as a contributing factor in accidents, and MoCA must not treat this as an internal HR issue for operators.
- **Airworthiness in Real Time:** All helicopters operating under scheduled pilgrimage charters must be fitted with health monitoring systems that report aircraft status directly to the regulator. Surprise checks must become routine.
- **Seasonal Licensing Conditions:** Charter licenses must be provisional and granted only for fixed intervals, with performance audits acting as gateways to continued operation. One red flag, and licenses should be suspended until revalidation.
- **Impose Penalties that Matter:** Right now, the only real consequence for a crash is a few headlines, a grounded pilot, and a delayed investigation report. That must change. MoCA and DGCA need to treat this with the seriousness it deserves:

- Serious financial penalty for SOP breaches that endanger lives.
- Permanent blacklisting for repeat offenders. Even criminal proceedings in cases of wilful negligence.
- Naming and shaming of negligent accountable managers and directors.
- Pilot and passenger compensation guarantees linked to operator accountability, not insurance red tape.

This is not about a mechanical failure here or pilot error there. These are systemic cracks in a system too comfortable with risk and too afraid to disrupt the status quo.

APATHY TOWARDS HUMAN LIFE?

Every time a crash occurs, we mourn. We launch inquiries. We announce compensations. But has a single operator been permanently grounded for recurring safety violations? Have regulatory officials been held accountable for their oversight failures? The industry behaves as if human lives are an acceptable collateral for seasonal profits.

In a country that prides itself on rapid infrastructure growth and increasing connectivity, should safety really be an afterthought? MoCA needs to break out of its slumber and shake up the existing framework.



IN LESS THAN 45 DAYS, INDIA HAS WITNESSED FIVE HELICOPTER CRASHES, TWO OF THEM FATAL. IT WAS THE LATEST EVIDENCE OF AN UNSPOKEN ROT IN THE COUNTRY'S GENERAL AVIATION ECOSYSTEM, ONE WHERE FOLLOWING STANDARD OPERATING PROCEDURE (SOPs) APPEAR TO BE OPTIONAL, PENALTIES ARE PRACTICALLY NON-EXISTENT, AND REGULATORY OVERSIGHT IS DANGEROUSLY COSMETIC.

INDIA'S HELICOPTER MARKET: SKYWARD, BUT AT WHAT COST?

India is on the cusp of a helicopter revolution. From medevac services to regional air mobility and last-mile cargo delivery, the market is expected to grow substantially in the next decade. The government has even envisioned heliports under the UDAN scheme to improve regional access.

But if our current safety protocols remain patchy and loosely enforced, this expansion will be built on an extremely fragile foundation. We must ask: is this growth coming at the cost of safety? At the cost of lives?

No amount of fleet expansion, foreign investment, or market optimism

can compensate for a single lost life especially when death was preventable.

FINAL DESCENT: A CALL FOR URGENCY, NOT OPTICS

The Char Dham helicopter tragedy must not become just another grim statistic. It must become a turning point. For regulators to enforce, for operators to introspect, and for the public to demand more.

The writing is on the wall. If India wants to be a global aviation leader, it must earn it, not just with numbers, but with accountability.

Because in aviation, a checklist skipped isn't just a rule broken, it is a life lost. 



CRASH SITE OF THE AI-171 FLIGHT IN AHMEDABAD.
THE TAIL OF THE AIRCRAFT CAN BE SEEN STUCK ON THE HOSTEL OF MEDICAL STUDENTS.

A Defining Moment for Aviation Safety in India

BY SWAATI KETKAR

Why the Ahmedabad Air India 787 crash must be a turning point for aviation safety in India

THE TRAGIC CRASH OF an Air India Boeing 787 Dreamliner in Ahmedabad has sent shockwaves through India's aviation ecosystem. As investigations begin, now bolstered by the arrival of a US National Transportation Safety Board (NTSB) team to assist the Aircraft Accident Investigation Bureau (AAIB) the need for introspection is more urgent than ever.

Speculations are rife as to what caused the crash. However, this is not merely a case of technical failure or an isolated oversight. It is a warning siren for an industry that is expanding rapidly, but perhaps without fully fortifying the safety infrastructure required to sustain such growth.

It must catalyse a national reckoning on one fundamental truth: aviation safety cannot be compromised, delayed, or deprioritised, not in policy, not in practice, and certainly not in the pursuit of commercial growth.

SAFETY MUST BE MORE THAN A BUZZWORD

India is today the world's third-largest domestic aviation market. With increasing aircraft orders, new entrants in the LCC

space, and record-breaking passenger numbers, the sector is undoubtedly on an upward trajectory. But this upward curve also magnifies every gap in safety oversight, airworthiness enforcement, and operational discipline.

The Boeing 787 is one of the most advanced commercial aircraft in operation, boasting fly-by-wire systems, composite structures, and state-of-the-art avionics. That such a technologically superior aircraft could be involved in a catastrophic accident in domestic operations raises profound concerns.

It compels us to ask difficult questions:

- Was there a lapse in maintenance or pre-flight inspection protocols?
- Were known defects overlooked or underreported?
- Was crew fatigue a factor?
- Are reporting systems strong enough for ground staff and engineers to voice concerns?

The answers may emerge over time, but the underlying issue is clear: safety in Indian aviation is still treated as an obligation and not an operational philosophy.



(LEFT) PRIME MINISTER NARENDRA MODI VISITING THE CRASH SITE OF THE AI-171 FLIGHT IN AHMEDABAD ON JUNE 13, 2025;
(RIGHT) HOME MINISTER AMIT SHAH INSPECTING THE SITE WHERE THE PLANE CAME DOWN AND CRASHED.



CUTTING CORNERS IS A DANGEROUS CULTURE

In a hyper-competitive airline market, it is tempting to shave costs wherever possible. Lean staffing, deferred maintenance schedules, aging parts, and pressure to meet tight schedules etc, all these factors, if unchecked, can form a perfect storm.

Unfortunately, some operators have begun to view safety as a cost centre, rather than the bedrock of their legitimacy. When safety is seen as negotiable, it is only a matter of time before negligence results in tragedy.

India's record is not unblemished. The country has experienced multiple safety-related warnings in recent years like grounding of aircraft due to engine failures, DGCA audits uncovering inconsistencies in logbooks, and anonymous reports flagging training shortfalls. These cannot be brushed aside as statistical anomalies in a large system. They are evidence of systemic vulnerability.

POLICY MUST LEAD, NOT FOLLOW

India cannot afford a reactive safety framework. We must move from event-driven policy responses to a preventive safety architecture that is resilient, adaptive, and transparent.

- **Strengthen AAIB's Independence and Authority:** The Bureau should have complete autonomy to investigate incidents without interference, with direct access to international technical support when needed.
- **Mandate Third-party Safety Audits for all Commercial Operators,** with audit results made partially available in the public domain to ensure transparency and accountability.
- **Revamp DGCA's Internal Capabilities:** Equip it with better staffing, AI-led surveillance systems, and global best practices in airworthiness management.
- **Create a National Aviation Safety Strategy Board** that is not tied to ministry leadership or commercial interest and is

tasked with policy development, regulatory evolution, and industry-wide safety benchmarking.

- **Encourage a Just Culture:** Promote safety reporting without fear of retribution. Maintenance engineers, cabin crew, and ground staff must feel empowered to raise alarms without bureaucratic or punitive backlash.

FLEET EXPANSION AND SAFETY MODERNISATION SHOULD GO HAND-IN-HAND

India is poised to induct over 1,500 aircraft in the next decade, including new-generation narrowbody jets and turboprops for regional connectivity. Under schemes like UDAN and RCS, smaller airports are opening across the country, with new routes connecting Tier II and III cities.

But safety frameworks have not scaled in tandem with fleet and network expansion. Many smaller airports lack adequate emergency services, certified maintenance infrastructure, or qualified MRO support. This mismatch is not sustainable.

CONCLUSION

A crash is tragic but ignoring its lessons would be catastrophic. The Ahmedabad Boeing 787 crash must not be treated as an isolated accident or procedural hiccup. It is a stark reminder that in aviation, there is zero margin for complacency. Each lapse however small, can cascade into irreversible consequences.

India's aviation leadership now stands at a fork in the runway. One path leads to global excellence through transparent, reform-driven safety evolution. The other risks repeating history, with lives and credibility at stake.

The choice should be obvious. Because in aviation, every safe landing begins with an uncompromising commitment to do things the right way, each and every time. 



INTERIORS THAT ARE BOTH BEAUTIFUL AND ECO-FRIENDLY ARE NOTHING NEW IN CESSNA AND BEECHCRAFT AIRCRAFT. TEXTRON AVIATION DESIGNERS HAVE BEEN OFFERING SUSTAINABLE PREMIUM TEXTILES, WOOD, STONE AND MORE IN ITS TURBOPROPS AND BUSINESS JETS FOR DECADES.

Passenger Cabins are Turning Greener

COURTESY NBAA

In the industry's bold, new journey to shrink its carbon footprint and fully embrace sustainability, no part of the aircraft is being ignored, including the passenger cabin

AS BUSINESS AVIATION HONOURS its commitment to achieving net-zero carbon emissions by 2050 through the industry's CLIMBING. FAST. initiative, more and more operators, completion centres, designers and OEMs are paying attention to making cabin interiors increasingly sustainable.

Designing and building cabin interiors based on the manufacturing processes and recycling potential of the materials can go a long way toward the overall reduction of life-cycle carbon emissions. Because it's not just the emissions produced by the aircraft itself that matters, but also the carbon created by the manufacturing of its individual parts and components – such as seats, carpets, countertops and other materials used to construct passenger cabins.

In fact, according to the Aerospace Technology Institute, cabins are responsible for a significant proportion of an aircraft's environmental impact – accounting for 10 per cent of an aircraft's empty weight and assuming the cabin interior is replaced four to five times during the life of the airframe.

"Clients are more interested now in sustainable materials during interior refurbishment discussions," said James Logue, Director of Maintenance at Latitude 33 Aviation, a charter, management and sales company based in Southern California. Materials such as bamboo for woodwork and biodegradable options including wool are gaining attention throughout the industry, Logue said.

Sustainable materials for aircraft seats are also a big part of the equation, including artificial or so-called "vegan" leather

and "upcycled" or repurposed leather from various sources, including discarded scraps and offcuts.

Ultimately, the most sustainable choice for an aircraft interior is often the one already installed. Revarnishing or painting existing woodwork eliminates the need for additional tree harvesting, and cleaning and re-dyeing leather seats avoids the chemically intensive process required to produce new leather.

"The term 'sustainability' is gaining ground with clients," said Marcela White, owner of Texas-based Tavaero Jet Charter. The discussion starts with aircraft refurbishers. Wood is heavier than laminate or a fiberglass composite, which impacts fuel burn. However, White said supply chain constraints may make it more difficult to find suppliers of greener recycled materials.

Supplies of sustainable cabin materials may increase as the CLIMBING. FAST. industry initiative gains momentum. The industry is working to reduce emissions from aircraft and engines as well as implementing sustainability best practices.

AIRFRAME MANUFACTURERS' WIDE-RANGING GREEN INITIATIVES

Cabin sustainability is a key design factor for business aircraft OEMs. "Part of our approach to reducing environmental impact at Gulfstream is to design aircraft with a long service life to mitigate the need to consume resources to build replacement aircraft," said Gulfstream President Mark Burns.

Gulfstream interiors also utilise natural materials, including wool and cotton.

At Bombardier, customers can choose from a wide range of sustainable materials and methods that are designed to help the environment, including upcycled wool or flax for seating and veneer sourced from eucalyptus trees, which require as much as 80 per cent less water to grow than other tree-sourced materials.

Textron Senior Vice President of Customer Experience Christi Tannahill said her team is committed to designing interiors that prioritise functionality and comfort while incorporating "responsibly harvested and 100 per cent sustainable materials." Designers use natural fibres like wool, cotton, linen and silk for their inherent beauty and rapid renewability, Tannahill said.

Dye formulas adhere to strict environmental protocols. "For veneers, we employ selective cutting practices to protect forests, and our suppliers are proud members of the Forestry Stewardship Council," said Tannahill. "Wool and silk carpets are also 100 per cent natural, biodegradable and renewable. A key carpet supplier, Scott Group Custom Carpets, is Green Label Plus certified."

NEW AND INNOVATIVE MATERIALS

"Across the aviation industry, there is a growing awareness of

the potential consequences of overconsumption and the importance of environmental stewardship," said Natalie Rodríguez, principal at Natalie Rodríguez Luxury Design, LLC, which offers cabin solutions from top manufacturers such as F/LIST, a global provider of interior designs for business aircraft.

For example, while exhibiting at NBAA-BACE in Orlando, Florida, F/LIST unveiled a wide-ranging array of innovative, sustainable cabin materials including decorative elements, plant-based textiles and linseed-based countertops and flooring. "We want to make a difference, and by creating pragmatic, innovative solutions that support the sustainability narrative, we can foster change," said F/LIST Head of Innovation Melanie Prince.

But business aircraft owners may find themselves a bit overwhelmed by all the new and innovative sustainable material options that are constantly appearing on the market. To solve

that challenge, design consultant Priestman-Goode has collaborated with its supply chain contacts to develop a database called Material Mind. "We hope it will help move the conversation forward by facilitating decision-making on sustainable choices and providing the tracking needed to support a fully circular system for material recycling," said PriestmanGoode Color, Material and Finish Creative Lead Kate Montgomery.

LINKING SAFETY WITH SUSTAINABILITY

As with all new innova-

tions in aviation, safety must take top consideration. Sometimes safety-based regulations present challenges for designers who want to use certain types of highly sustainable materials throughout the cabin. "An owner can find the greenest solution on the market, locally sourced and sustainable," said Autumn Duntz, principal at Autumn Elizabeth Design. "The trouble is, certain flame-resistant requirements, like those found in CFR Part 135, render that null."

SUSTAINABILITY AND FUTURE CABINS

As the movement to reach net-zero emissions spreads, experts say sustainable cabin materials will eventually become standard for business aircraft. The industry is already moving in that direction. Gulfstream says its next generation business jets will require significantly less wiring for the cabin, galley and flight deck systems, contributing to increased sustainability and efficiency.

Aerodynamic innovations have led to business aircraft becoming up to 35 per cent more fuel efficient than previous generations. Now it's becoming clear that improvements in passenger cabins will also contribute to significant reductions in business aviation's carbon footprint. 



THE TERM 'SUSTAINABILITY' IS GAINING GROUND WITH CLIENTS AND THEREFORE MATERIALS SUCH AS BAMBOO FOR WOODWORK AND BIODEGRADABLE OPTIONS INCLUDING WOOL ARE GAINING ATTENTION THROUGHOUT THE INDUSTRY

ILLUSTRATION: Rohit Goel

Gulfstream Delivers 50th G700

Gulfstream Aerospace announced the 50th customer delivery of the Gulfstream G700. The aircraft was outfitted at Gulfstream's Savannah completions centre. Since entering service in April 2024, the G700 operates globally, and the fleet has accumulated more than 11,700 flight hours.

"Demand for the G700 continues to grow, and this aircraft is exceeding customer expectations with each new delivery," said Mark Burns, President, Gulfstream. "Reaching 50 deliveries at this stage in the programme is a testament to its unparalleled maturity and the quality of our advanced manufacturing and outfitting techniques. We look forward to even more customers experiencing the dynamic performance, innovation and comfort this industry-leading aircraft provides."

The G700 features the most spacious cabin in business



Experience with 100 per cent fresh air, abundant natural light and the industry's lowest cabin altitude: 2,840 feet/866 meters when flying at 41,000 ft/12,497 m.

To date, the G700 has achieved more than 80 city-pair speed records. The aircraft can fly 7,750 nautical miles/14,353 kilometers at Mach 0.85 or 6,650 nm/12,316 km at Mach 0.90 and has a maximum operating speed of Mach 0.935. [BAI](#)

aviation and provides exceptional flexibility, allowing high levels of customisation. The interior also offers innovative options to fit customer needs including high-speed internet connectivity packages, an ultrahigh-definition circadian lighting system, the industry's only ultragalley or a grand suite with fixed bed and shower. In addition, the G700 features award-winning seat designs and the Gulfstream Cabin

Experience with 100 per cent fresh air, abundant natural light and the industry's lowest cabin altitude: 2,840 feet/866 meters when flying at 41,000 ft/12,497 m.

To date, the G700 has achieved more than 80 city-pair speed records. The aircraft can fly 7,750 nautical miles/14,353 kilometers at Mach 0.85 or 6,650 nm/12,316 km at Mach 0.90 and has a maximum operating speed of Mach 0.935. [BAI](#)

Embraer to Offer Gogo Galileo Connectivity as aftermarket solution for Phenom 300 Jets

Embraer will offer the Gogo Galileo HDX connectivity solution for its Phenom 300 aftermarket customers through a Supplemental Type Certificate (STC) generated in partnership with Gogo. The installation of the compact half-duplex antenna and one Line Replaceable Unit will allow Embraer business jet owners to enjoy in-flight connectivity with performance that mirrors the best ground-based solutions.

Passengers using Gogo's in-flight connectivity can expect performance at the same level they have at home or in the office, with 4K streaming, high-quality video conferencing, online gaming, and large file transfers. Leveraging the Eutelsat OneWeb Low-Earth-Orbit (LEO) satellite network, the Gogo Galileo HDX system offers a unique, reliable, and speedy connectivity solution.

Embraer will provide the solution for the Phenom 300 model aircraft, followed by other configurations. Availability of the new connectivity solution will vary depending on region. FAA certification through Embraer is expected in Q3, 2025; ANAC in Q4, 2025; and EASA in Q1, 2026. The Phenom 300E model will follow suit, and dates will be announced in the future. The Embraer Owned Service Centre Network, and the Embraer Authorized Service



Network will be available and prepared to support customers who wish to install the STC. Customer inquiries should be directed to Embraer Aftermarket Sales Representatives. [BAI](#)

PHOTOGRAPHS: Gulfstream, Embraer

ExecuJet Middle East Elevates Global Travel with Fleet Expansion

ExecuJet Middle East is expanding its managed fleet with a strategic, future-focused approach. This development underscores a broader industry shift toward sustainability, advanced technology and ownership models that offer greater flexibility and personalisation for a globally connected clientele.

Operating from its newly opened, state-of-the-art private jet terminal at Al Maktoum International Airport (DWC), ExecuJet continues to redefine the region's private aviation landscape. The latest fleet expansion introduces some of the most advanced large-cabin aircraft on the market. While most aircraft within the fleet are privately owned and not available for charter, the expansion strengthens ExecuJet's operational capabilities - enabling greater agility in crewing, enhanced support services and more tailored management solutions for aircraft owners across the region.

As part of its long-term strategy, ExecuJet Middle East aims to manage 30 aircraft by 2030, underpinned by continued investment in fleet optimisation technologies and the development of FBO and hangar infrastructure in key global



locations. This latest milestone reaffirms ExecuJet Middle East's commitment to delivering seamless, globally connected private aviation experiences tailored to the needs of today's UHNW individuals, corporate decision-makers and new-generation jet owners. [BAI](#)

Archer Showcases Piloted Midnight Flight

Archer announced it has begun the next phase of Midnight's flight test programme showcasing piloted flight. This phase builds on years of safe, autonomous flight testing across its various aircraft platforms, which validated its proprietary 12 tilt-6 VTOL configuration. Midnight cruised at speeds up to 125 mph and reached a maximum altitude of over 1,500 feet above ground level during the flight.



The flight featured a conventional take-off and landing demonstrating the robustness of Midnight's landing gear that is capable of performing both vertical and conventional take-off and landing operations. Being able to conduct both vertical and conventional take-off and landing as part of normal operations of the aircraft as CTOL provides operational flexibility and enhanced safety.

During this phase of Midnight's flight test programme, Archer's test pilots will continue to test key elements of the aircraft, such as flight control responsiveness, stability and aerodynamic and control model validation in addition to gathering data to support its certification and commercialisation efforts in both the US and UAE. [BAI](#)

Cessna Citation CJ4 Gen3 Flight test Programme Advances

Textron Aviation announced a major milestone for the Cessna Citation CJ4 Gen3 flight test programme with the successful first flight of a second test article - P1. Testing on the P1 aircraft will focus on avionics, human factors and interiors. The Citation CJ4 Gen3 business jet is designed to keep pilots a step ahead in the cockpit by offering the next-generation Garmin G3000 PRIME avionics along with the most standard features in its class.



The three hour and 29-minute initial flight centred on general avionics and system evaluations. The aircraft reached a maximum altitude of 45,000 feet and a maximum speed of 305 knots. Bearman said it performed to programme expectations, with a smooth and seamless flight.

The Citation CJ4 Gen3 business jet was announced during the 2024 National Business Aviation Association - Business Aviation Convention & Exhibition (NBAA-BACE), and the aircraft is expected to enter into service in 2026. [BAI](#)

New CAE Vienna Training Centre

Global aviation training leader CAE has opened CAE Vienna, its first business aviation training centre in Central Europe and welcomed its first customer in April. The company also announced that a Gulfstream G550 full-flight simulator (FFS) is already in operation, and a new Pilatus PC-24 FFS will be deployed at the 8,000 square foot training facility in the second half of 2026.

CAE Vienna will feature up to nine full-flight simulators (FFS), including Europe's first Bombardier Global 7500 FFS scheduled to enter service in June, a Global Vision and Embraer Phenom 100/300 FFS this summer, and a Bombardier Challenger 3500 in October 2025.

"We are very pleased that our first business aviation training centre in Central Europe is now open and offers customers an elevated training experience in a state-of-the-art facility. We look forward to expanding our capabilities at CAE Vienna with the addition of the Pilatus PC-24 FFS in 2026. This will be a very exciting year as new FFS enter service and we begin to welcome more customers to CAE Vienna," said Alexandre Prévost, CAE's Division President, Business Aviation. CAE Vienna complements the pilot and aircraft maintenance technician training delivered at CAE Burgess Hill in the United Kingdom.

"We were very excited to welcome Alexander Vagacs, Chairman of Avcon Jet, as our first customer at CAE Vienna. Alexander has trained with us for 25 years, and since founding Avcon Jet in 2007, we are proud to say that he has also entrusted the training of his pilots to CAE," added Prévost. "Having simulators in Vienna is a fantastic step because, as a company based in Vienna, this gives easy access for our pilots and our crews



to training in Central Europe," commented Alexander Vagacs, Chairman of Avcon Jet, one of Europe's major business aviation companies operating 100 aircraft worldwide. "It makes training much, much easier."

Like all CAE training centres worldwide, CAE Vienna will offer all phases of classroom and simulator training for established pilots to earn their type-rating and complete recurrent training for differing authorities. The company will officially inaugurate the new training centre this fall. [BAI](#)

Authorised Pilatus Centre Pro Star Opens New Facility

Pro Star Aviation recently opened its new Authorized Pilatus Sales & Service Centre at Gerald R. Ford International Airport (KGRR) in Grand Rapids, Michigan, USA. This 37,000-square-foot (3,437.41-square-meter) Pilatus dedicated facility will strengthen the company's ability to support Pilatus customers with sales, maintenance, and technical services.

The new facility includes a modern multi-bay aircraft maintenance hangar and a two-story, 17,000-square-foot (1,579-square-meter) office building. Designed with both functionality and comfort in mind, it features a pilot lounge, flight planning areas, a cafeteria, and quiet spaces for relaxation. Large windows allow natural light to fill the space, creating a welcoming, open environment for both customers and employees.

The new Grand Rapids location is dedicated to supporting Pilatus aircraft, including the PC-12 and PC-24 Super Versatile Jet. As an Authorized Pilatus Sales & Service Centre, Pro Star Aviation offers a full range of services, including aircraft sales, avionics upgrades, and special mission aircraft modifications.

"We are delighted to see Pro Star undertake this significant expansion to the Pilatus Authorized Centre network," commented Piotr (Pete) Wolak, Vice President of Customer Support



at the Pilatus US subsidiary Pilatus Business Aircraft Ltd. "We pride ourselves on delivering exceptional products – and our support network is equally important. This new facility in Grand Rapids will allow us to provide even better support to our customers in North America." [BAI](#)

NOW
AVAILABLE

A GUIDING STAR
A REFERENCE OF ITS OWN KIND



RESERVE YOUR COPIES, NOW!

order@spscivilaviationyearbook.com; or

WHATSAPP US AT +91 97119 33343;

CALL US ON +91 11 40042498, +91 11 40793308

CONNECT VIA X: [@SPsCAYB](https://twitter.com/SPsCAYB)

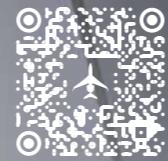
WWW.SPSCIVILAVIATIONYEARBOOK.COM



SP GUIDE PUBLICATIONS



Request your private
consultation



DREAM. LAND.

Arrive recharged and ready in
the all-new Gulfstream G700™.



Gulfstream™