A SUPPLEMENT TO SP'S AVIATION

BIZAV INDIA

VOLUME 11 • ISSUE 3

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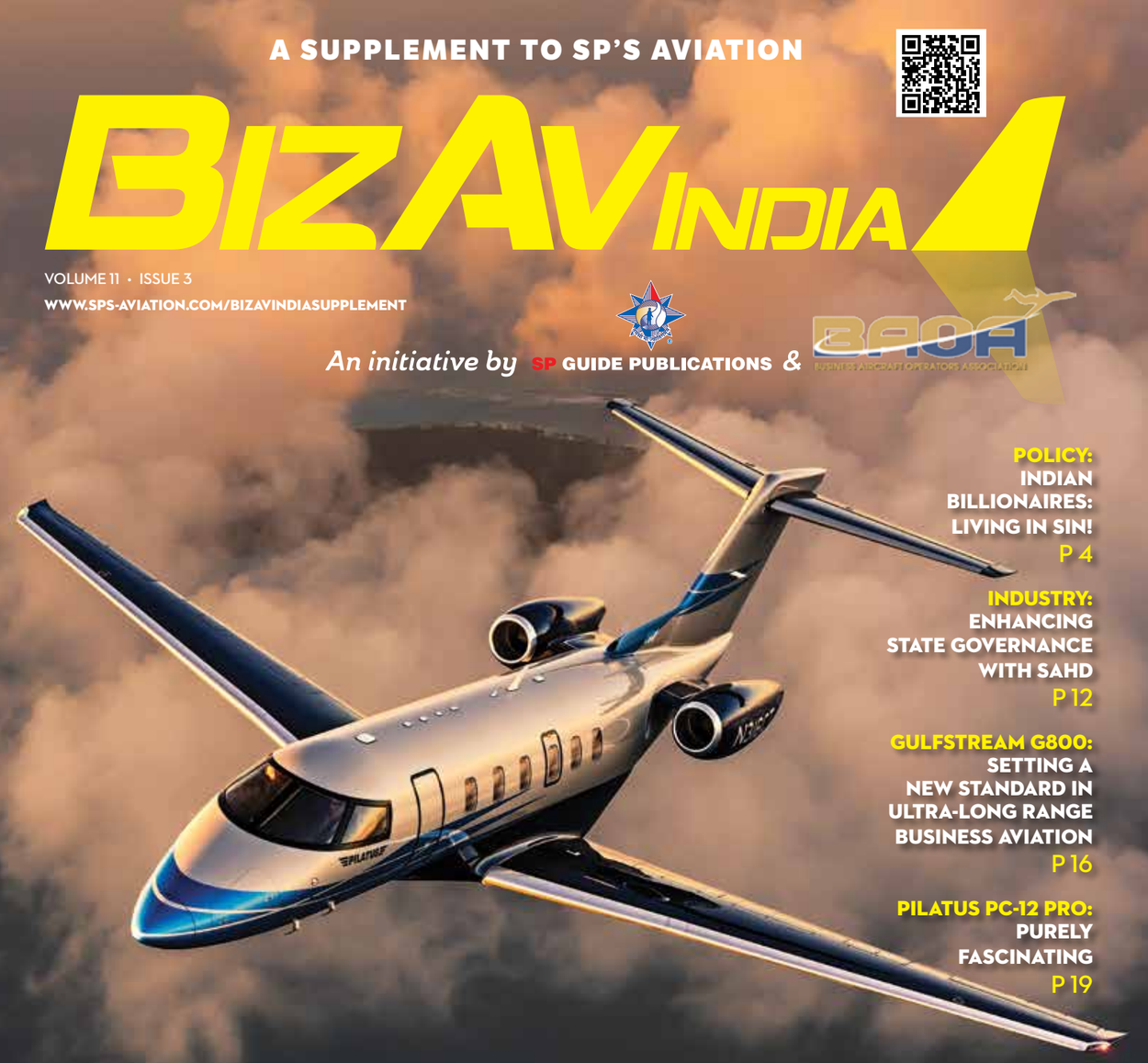
An initiative by SP GUIDE PUBLICATIONS & BAOA BUSINESS AIRCRAFT OPERATORS ASSOCIATION



PAGE 4 ONWARDS

NOT A LUXURY, NOT A BURDEN, BUT

A BUSINESS TOOL. A KEY CONTRIBUTOR.

ON THE COVER:
For a very long time, the government has viewed private aviation as a luxury for the wealthy. This stems from misconceptions and limited policymaker understanding of its economic significance. Business aircraft are critical tools for doing business and nation building. Amongst the leading business aircraft is Pilatus PC-24 (shown here), a versatile business jet with proven capabilities.

Cover Photograph: Pilatus

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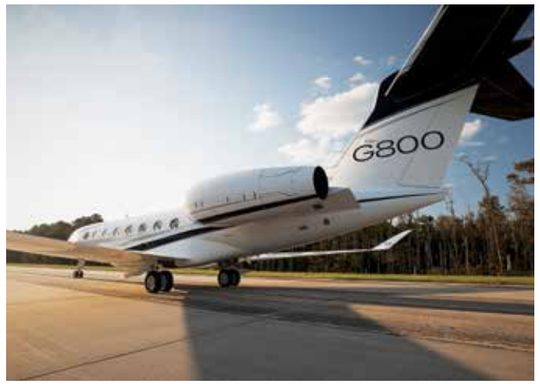

GULFSTREAM IS READY TO REDEFINE LONG-RANGE PRIVATE TRAVEL WITH ITS G800 POISED TO BECOME THE BENCHMARK FOR PERFORMANCE, COMFORT, AND SUSTAINABILITY IN THE ULTRA LONG-RANGE BUSINESS JET CATEGORY

REGULAR DEPARTMENTS

BAOA Awards 2017 SPECIAL CONTRIBUTION TO BUSINESS AVIATION

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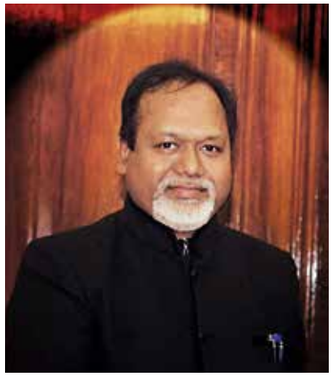
FROM THE EDITOR-IN-CHIEF



Business Aviation is a Key Contributor to the Growth of National Economy.
Business Aircraft are the Business Tools for national development, connectivity and productivity.

Dear Reader,
The BA/GA industry in India needs the acknowledgement of the fact that Business Aviation contributes towards the economy of our country and towards employment generation. It elevates productivity for companies, whether big or small. It cuts travel time, boosts efficiency and safety, and keeps companies/business enterprises competitive in today's fast-evolving environment. Despite being key contributors towards the economy and economic growth of our country, the industry continues to fight for its sustained existence and much-needed growth.

The heads of business enterprises, whether big or small, bring investments and bring a decent size of businesses back to the country using aircraft under the Business Aviation category. Still, Business Aviation in India is often viewed through the narrow lens of luxury and exclusivity, yet in truth, it is a sector of immense national importance. Noticeably, for safety, privacy and accessibility, even the Political Brass uses Business Aviation extensively for their inter-state and intra-state travels, which helps in the process of various policy-making, policy reviews, and exchange between the Centre and State governments.

BUSINESS AIRCRAFT ARE FREQUENTLY EMPLOYED BY THE COUNTRY'S POLITICAL LEADERSHIP (LIKE CHIEF MINISTER OF MADHYA PRADESH SEEN HERE) AS AN ESSENTIAL MEANS OF GOVERNANCE TO EFFECTIVELY DISCHARGE THEIR ADMINISTRATIVE DUTIES

The question, however, remains: why should this industry be penalised? Why should it be taxed at the highest levels? Why should this industry be treated as the stepchild for whom the hearing is almost the last thing to happen? The top policymakers should acknowledge the range of contributions that are made by this industry, constantly working as a catalyst. They should help not only in effective sustenance but also enable some level of a growth-based ecosystem.

Also, the Industry should look into dropping the term 'Private' as it is misleading and conjures images of opulence to the tax authorities. Perhaps a more nondescript nomenclature is required.

Despite its contributions, the sector struggles with neglect and over-taxation, needing recognition and policy support for sustained growth. It is high time that Policy makers accept that Business Aviation in India is far more than a luxury—it is a critical enabler of economic growth, governance, connectivity, and public service.

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,

As we continue to navigate a transforming aviation landscape, I wish to share important developments and reaffirm the critical role Business Aviation will continue to play in powering India's economic trajectory.

The recent GST announcements, applicable from September 22, 2025, mark movement towards two slabs system for India's GST framework. While most sectors have moved to a simplified two-slab system, aviation has been distinctly placed under a three-slab structure—5 per cent, 18 per cent, and 40 per cent—depending on usage and class of service.

This steep increase places Private corporate aviation operations under expanded tax pressure, particularly for companies and entrepreneurs who rely on private ownership models to meet their business travel needs.

Against this backdrop, BAOA stands more determined than ever. We are committed to pursuing all possible avenues—including an international collaborative approach—to advocate for rationalisation of the punitive 40 per cent GST on corporate aviation. Business Aviation must be recognised as a critical utility that enables connectivity, efficiency, and growth—not as a luxury.

The reality is clear - CEOs, Entrepreneurs, and Global Business Leaders are leveraging private aircraft to travel internationally, secure large-scale FDI commitments, and contribute to India's growing global footprint. Each such flight is not a symbol of indulgence, but of strategic mobility—creating jobs, boosting infrastructure, and accelerating economic growth.

BAOA remains deeply engaged in policy discussions with NITI Aayog, the Ministry of Finance, MoCA, and DGCA, to ensure regulatory and tax frameworks reflect the sector's true contribution to India's economy.

We are also pressing for the expedited commencement of Char Dham operations, working closely with MoCA, DGCA and UCADA to ensure the highest standards of safety and reliability are embedded in these crucial helicopter services.

Looking ahead, your participation will be critical in shaping the sector's future. I strongly urge all members to join-

- The Annual General Meeting (AGM) on November 14, 2025 in Delhi, a key occasion to refine our collective agenda.
- The BizAvIndia Conference on January 27, 2026 in Hyderabad, the premier platform for policy advocacy, innovation, and showcasing industry leadership.

BAOA is resolute in advancing Business Aviation's rightful role as an engine of India's progress. With your support and active involvement, we will continue to strengthen our advocacy and secure a more sustainable and enabling policy environment.

Together, we can ensure that Business Aviation is accepted as a catalyst for India's journey towards becoming a global economic powerhouse.

Harsh Vardhan Sharma
President, BAOA.

Business Aircraft Operators Association New Delhi

PHOTOGRAPH: Emirates Executive

PRODUCTIVITY: AS PER A NBAA STUDY, NINETY PER CENT OF FLIGHTS IN BUSINESS AIRCRAFT ARE CARRIED OUT TO FURTHER THE BUSINESS OF THE COMPANIES THAT THEY REPRESENT

Indian Billionaires: **Living in Sin!**

BY **ROHIT KAPUR**

It is time that Government of India starts looking at Private Aviation not as "sin good", and recognizes it for what it is, that is, a tool for driving the economy

IMAGINE, FOR A MOMENT, that you were an Indian business leader, running a multi-billion-dollar company. The chances are that your company owns at least one private jet or helicopter, if not more, to facilitate the movement of your senior management to various plants and factory sites, or for meetings for business purposes. This aircraft would allow you to travel securely and allow you the flexibility to use it as per your schedule. It would also allow you more productive time with your company leadership and would eventually add to the productivity and profits for your company, which in turn, would add jobs for the country, and also give a boost to the national GDP. Sounds logical, right? Well, no surprises, that's not how the Indian taxman feels! He feels that you are living a life in "Sin", to the extent that your aircraft is a "Sin good" item! In real terms, it simply means that as per the taxman, the use of the private jets is a national wastage, and harmful for the Indian economy, and should be taxed to the extent that you are discouraged to use it. And to add insult to injury, he has clubbed

FLYING PRIVATELY ALLOWS THEM TO MAXIMISE THEIR TIME, AND EFFICIENCY IN WAYS THAT NO OTHER BUSINESS TOOL CAN PROVIDE. A NBAA STUDY SAYS THAT A CEO WHO USES HIS COMPANY AIRCRAFT FOR ABOUT 400 HOURS EVERY YEAR, ADDS AN ADDITIONAL MONTH OF PRODUCTIVITY TO HIS COMPANY!

you with the tobacco, gutka and pan masala users of the nation, the ultimate "sinners' in their eyes. You must be discouraged at all costs! So much for logic!

For a very long time, the government has treated the private aviation sector as a luxury item, something which the rich indulge in along with their Ferraris, and the Luxury Yachts. This has resulted in India having one of the highest tax regimes for private aviation anywhere in the world (See Appendix 1). There is a deeper issue here which relates to optics, perceptions and a lack of understanding amongst policy makers regarding this crucial segment of the Indian economy. Let's analyse this with certain facts and figures to put things in perspective.

NSOP VS PRIVATE

Indian private aviation is divided into two segments, depending on how the aircraft is to be used after import into the country. The first one, is the Non-Scheduled Operators Permit (NSOP), which allows the aircraft to be used only for commercial charters, and every flight has to be compensated with a financial reimbursement (the charter cost), including an 18 per cent GST paid to the Government of India (GOI). This has recently been increased from 12 per cent to 18 per cent in GST 2.0. This aircraft cannot be used for any flight which is not invoiced, unless it is a training or maintenance flights. So even if the owners want to use it for themselves, they will have to pay the market rate for the hire, plus the GST as applicable.

The second category is called "Private Use" category (or General Aviation aircraft in some definitions). These are utilised by companies for transporting their own business leaders for the purpose of doing business, and sometimes, leisure. These aircraft cannot be hired commercially and must be used only "privately" for non-commercial considerations. Almost all these aircraft are bought by companies and corporates, and not by the business leaders in their personal capacity.

NSOP attracts a Basic Customs Duty (BCD) of 2.5 per cent and a GST of five per cent with Input tax Credits (ITC). Private use aircraft as considered as "sin" goods and attract a BCD of three per

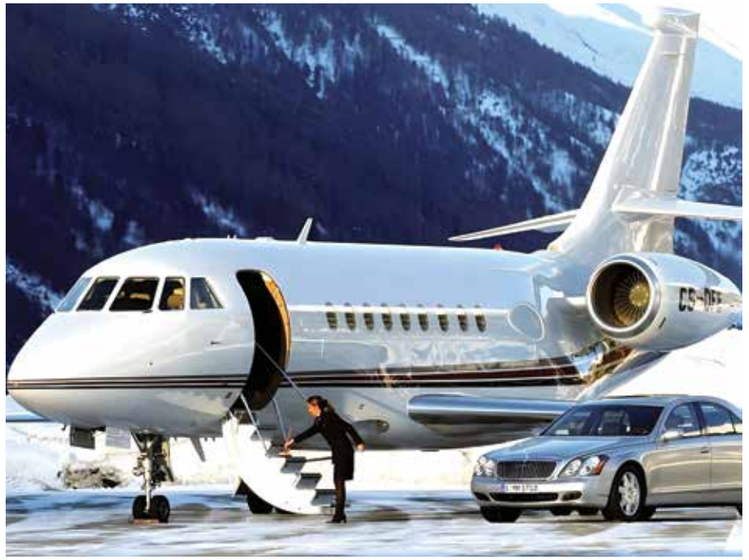
AUTHOR'S PROFILE

ROHIT KAPUR is a leading voice in the Indian and global aviation world. Having worked in leadership roles, he has experience across all dimensions of the private aviation industry, be it aircraft sale, operations, charters, MROs and product support. He has represented leading brands such as Gulfstream, Eurocopters (now Airbus helicopters) Hondajet, Beechcraft. Jet Aviation, JSSI to name a few. He was also the Founding President of BAOA and served as its President till 2019. Presently, Rohit is the Managing Partner of The Jet Company LLC, a Dubai based Aircraft Brokerage and Consulting Company, with focus on clients in India, Middle East and SouthEast Asia. He continues to be a voice on matters that are affecting the growth of the aviation industry in India. BAI

APPENDIX - 1: IMPORT DUTIES AND GST OF DIFFERENT COUNTRIES

The chart given below is by no means comprehensive, and only indicative. Some of these rates may vary as per the different conditions of import, such as which country the buyer is from, or where the owner resides, whether the aircraft is to remain in country after purchase and many other factors. However, by and large it does give a fair overview

Country	Custom Duty	VAT	Remarks
USA	0%	0-8%	There are no Federal taxes. Depends on State to State
EU	2.7% for Private Aircraft	Upto 19% under some conditions and in certain countries*	*Exempt under certain circumstances
Canada	0%	3% federal GST	–
China	5-7%	13%	Can change due to certain circumstances
Australia	0%	10%	–
Brazil	10-20%*	17-20%	*0% since Brazil signed WTO Agreement in 2023 undercertain circumstances
India	2.5 to 3%	40% for Private Aircraft and 5% for Commercial operations	No Exemptions. VAT also applicable at same rates for domestic sales



CONNECTIVITY: BUSINESS AVIATION PROVIDES HILLY AND REMOTE AREA ACCESS FOR TRADE BENEFITS AND ECONOMIC DEVELOPMENT OF THAT AREA

cent and GST of 40 per cent (recently increased from 28 per cent + three per cent Cess), thereby making the cost prohibitive. This is the segment that I plan to focus on in this article.

PERCEPTION PROBLEMS

The basic premise of the Government of India (GOI) is that private use aircraft are bought by HNIs for their own leisure, as they buy the yachts, luxury cars etc. Nothing could be further than this. As per a NBAA study, ninety per cent of flights in these aircraft are carried out to further the business of the companies that they represent. This allows the business leaders and captains of the industry to move securely, with flexibility and efficiently to add to the profits of their companies, which ultimately add to the job generation, and the GDP of the economy. Can you imagine the level of productivity and efficiency that would be achieved if Adani, Ambani or Birla were to use commercial aircraft to attend their various meetings or visit their manufacturing centers, as compared to flying in their own private aircraft? Flying privately allows them to maximise their time, and efficiency in ways that no other business tool can provide. Another NBAA study says that a CEO who uses his company aircraft for about 400 hours every year, adds an additional month of productivity to his company! You can guess what this means in real numbers for the Indian economy.

There are many examples on how business jets have been used by companies to enhance their efficiency and productivity. The Jamnagar refinery of Reliance is one shining example, where company aircraft carry many company officials from Mumbai to Jamnagar and back on a daily basis. I recently heard of a case of a business leader who visited four destinations in the US in three days and brought back FDI of $800M for India! Imagine if he was flying commercially, this would have taken him double the time, if not more. It's time that GOI starts looking at Private Aviation not as "sin good", and recognises it for what it is, that is, a tool for driving the economy. The comparison with yachts and luxury cars must stop (with all due respect to them). I have never heard of a business leader who went in his yacht or a Ferrari and brought back millions of FDI for the country! Or someone having gutka or pan masala, doing the same, for that matter!

ANOTHER RULE THAT THE GOI SHOULD IMPLEMENT ON PRIORITY HAS BEEN UNDER DISCUSSION AT VARIOUS LEVELS FOR THE PAST SEVERAL YEARS. THIS IS THE CONCEPT OF AIRCRAFT MANAGEMENT AND FRACTIONAL OWNERSHIP. JUST IMPLEMENTING THIS ONE MODEL, WILL ALLOW THE LOT OF NEW AIRCRAFT TO BE INDUCTED INTO THE COUNTRY.

PHOTOGRAPH: Liberty Jet

WHAT NEEDS TO BE DONE?

One of the fundamental issues of perception comes from the way the aircraft use is defined, that is NSOP vs Private. The word "Private" is misleading, which implies that the aircraft will be used privately at the whims and fancies of the Owner, which is never the case. Most users of private aircraft are listed companies who have accountability to their Board of Directors and shareholders. There have been cases in the past in India, when a few companies were forced to sell off their company aircraft due to losses in the company and under pressure from the shareholders! Most companies have their own internal checks and balances.

The first step is to redefine the categories as "Commercial" use (for NSOP) and "Non- Commercial" use (for Private Category). That clearly gives a picture that the aircraft are either meant for reward and hire, or by the companies to further their own interests, and not for commercial purposes. In the US, the term used are "Part 135" for commercial use aircraft, and "Part 91" for no-commercial use aircraft. With this change in terminology, the perception that aircraft are being used "privately" at the whims and fancies of owners will be largely corrected.

By a fair guess, India adds about 20-25 aircraft and helicopters to its fleet every year. About 80-85 per cent of these are added in the NSOP category, and only 15-20 per cent as Private aircraft. Prior to 2007, when both categories attracted zero duty and GST, the mix was about 50/50. This only shows that at least 30 per cent of the people who are importing aircraft under NSOP, do not want to make a business out of it, and the only reason to import under NSOP is to avoid the high GST imposed on private category aircraft. The number of NSOPs registered with DGCA have increased drastically (about 130 odd) ever since the high taxes on private category were imposed. I don't have any scientific data, but would guess that DGCA, on an average, takes about 3-4 times more manpower to oversee the operations of a commercial aircraft as compared to an aircraft which is not operated commercially. You can imagine the number of wasted man hours in oversight of pseudo NSOPs, which should not have been there in the first place!

EFFICIENCY: BUSINESS AIRCRAFT OFFER THE FLEXIBILITY OF FLYING IN AND OUT AS PER YOUR SCHEDULE, LEADING TO HIGHER EFFICIENCY IN BUSINESS TRIPS.

If the GST on private category aircraft gets rationalised to a reasonable level, say 18 per cent as the first step (if not five per cent), it would be logical to say that most people would be happy to pay the GST, and use the aircraft as per their original plan, without having to hide behind the veil of operating under an NSOP. The GST that is paid, will be compensated over a period of time, by the deprecation benefits applicable, and the saving of the 18 per cent GST that must be paid for every time that the flight is used (See Appendix II). With 40 per cent GST on private aircraft, the chances are that the GOI will get minimal revenue, since hardly any company will operate aircraft in the private category, and will look for alternate routes of either NSOP, or not importing the aircraft at all and operating it under foreign registration. Everyone is a net loser in this.

Another rule that the GOI should implement on priority has been under discussion at various levels for the past several years.This is the concept of Aircraft Management and Fractional Ownership. This is a model that works worldwide, and it allows aircraft buyers to purchase an aircraft, or a part of it, and lease it out to an established NSOP to operate it on their behalf. It allows consolidation of NSOPs, and makes the job of the regulators easy, as they have to deal only with experienced and well-established commercial operators, rather than a number of small inexperienced operators, each with a single aircraft. This is a win-win for all parties. One of the main reasons this has not been implemented in India so far is because the Ministry of Finance is still struggling to figure out on how to tax these purchases. Should it attract NSOP rates or private rates? The answer seems simple. If the end use of the aircraft is to be operated under NSOP, it should be taxed as an NSOP purchase even if an individual or a corporation is buying it. Just implementing this one model, will allow the lot of new aircraft to be inducted into the country.

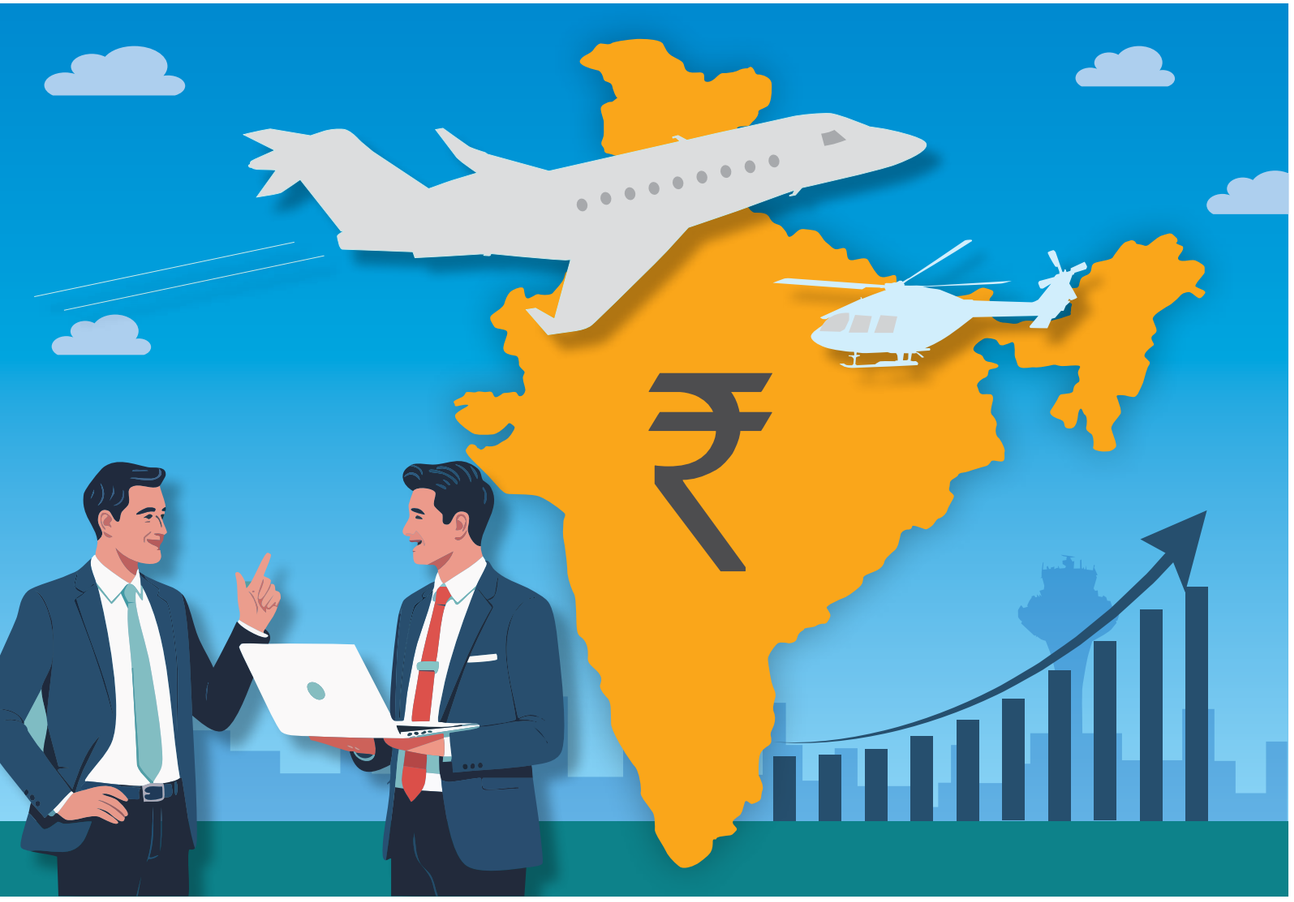
PHOTOGRAPH: Textron Aviation

APPENDIX - II: SOME INTERESTING FACTS AND FIGURES

- Landed cost for an aircraft which has a purchase price of ₹100 crores (approximately $12M), will be ₹146 crores under private category, and ₹108 crores under NSOP
- Under the present GST rate of 40 per cent for private aircraft, a company will take more than ten years to recover the up-front GST payment by the taxes saved due to depreciation.
- Under the previous rate of 31 per cent GST (28 per cent + three per cent Cess), this period used to be five years only, which has now increased to ten years.
- If the GST was reduced to 18 per cent for private category, the up-front cost would be recovered in two years by taxes saved due to depreciation.
- Assuming an NSOP owner flies 400 hours a year @₹4 lakhs per hour, he/she will pay ₹2.9 crores per year as additional 18 per cent GST on this charter cost. Since this is a cost without inputs, it will attract a normal 25 per cent tax savings being company expenses.

(All calculations above have been taken with the assumption that NSOP aircraft will not avail depreciation benefits since they are held in SPVs. The method of calculating depreciation is 40 per cent of WDV on year-to-year basis)

In conclusion, it seems that the answer seems very simple and clear. There are many solutions to fix this problem, but the first step is to understand that there is a problem. Stop killing the hen that is laying the golden eggs! BAI



BUSINESS AIRCRAFT ARE NOT MERELY CORPORATE CONVENIENCES, THEY ARE STRATEGIC TOOLS FOR NATIONAL DEVELOPMENT, CONNECTIVITY, AND PRODUCTIVITY

ILLUSTRATION: SP's Team

Business Aviation in India: **Tools of Growth, Connectivity and Nation Building**

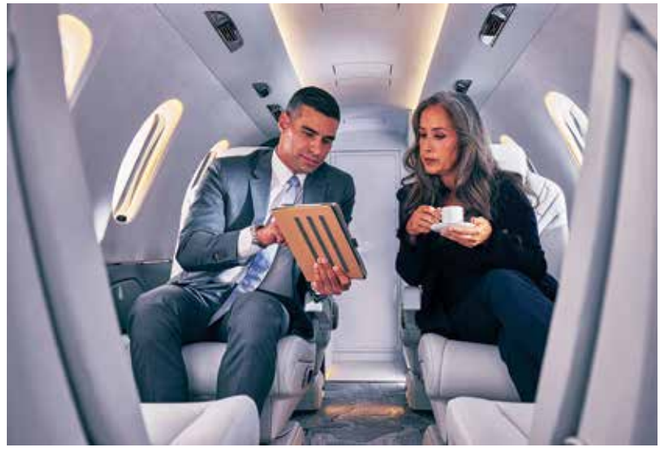
BY **ROHIT GOEL**

Much more than a Status Symbol, Business Jets and Helicopters are Tools of Progress and Engines of Growth in Nation Building

INDIA'S CIVIL AVIATION STORY is usually told through the spectacular rise of its commercial airlines, with their swelling fleets and booming passenger traffic. Yet running parallel is a smaller, less publicised but increasingly vital sector of business aviation. In India, business aircraft are too often perceived through the narrow lens of luxury, associated with the lifestyles of the super-rich or the privileges of political elites. The reality is more complex, and infinitely more important.

Business aircraft — from sleek long-range jets to versatile turboprops and helicopters — are tools of productivity, governance and development. They are used by corporate leaders to compress travel times and expand economic opportunities, by political figures and government officials to perform their national duties, and by operators to enable air ambulance services, disaster relief and tourism. They open up remote regions, connect otherwise inaccessible areas, and contribute to the country's economic ecosystem in ways that deserve recognition.

Business aviation in India is often viewed through the narrow lens of luxury and exclusivity, yet in truth, it is a sector of immense national importance. Today, as India positions itself as one of the world's fastest-growing economies, the case for promoting business aviation has never been stronger.



(REPRESENTATIVE IMAGES – TOP AND ABOVE): EVERY FLIGHT THAT ENABLES A BUSINESS DEAL TRANSLATES INTO TANGIBLE BENEFITS FOR THE ECONOMY AND SOCIETY

PHOTOGRAPHS: Textron Aviation

THE SHAPE OF THE SECTOR

India's business aviation fleet, though modest compared to the United States or Europe, is steadily expanding. Industry reports put India among Asia's largest business aircraft markets, with net fleet additions seen in 2024 and strong growth projected over the next five years. Demand is being fuelled by the expanding corporate sector, increasing numbers of high-net-worth individuals, and the urgent need for flexible point-to-point connectivity.

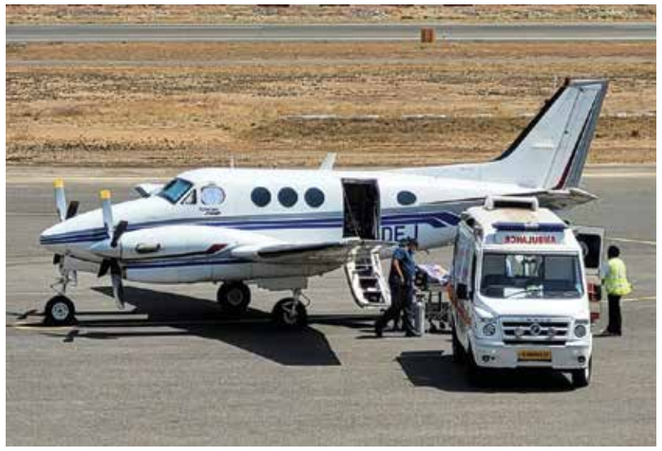
Business aviation in India covers a wide spectrum. At one end of the scale are corporate and VIP transport services that allow leaders to reach multiple cities in a single day, while at the other end are charter and non-scheduled operations that provide connectivity to smaller towns and industrial clusters. Helicopter services form another significant part of the market, supporting offshore oil and gas, pilgrimage travel, and short-haul connections in urban or hilly terrain. Air ambulance services, which grew significantly during the pandemic, have become a mainstay for critical medical transfers, while tourism and leisure flights contribute by offering bespoke travel experiences to India's diverse destinations. Business aircraft are not merely corporate conveniences; they are strategic tools for national development, connectivity, and productivity.

BUSINESS AVIATION AS A NATION-BUILDING ASSET

Perhaps the strongest case for business aviation lies in its contribution to nation building. India's diverse geography, from the Himalayan regions to the deserts of Rajasthan and the islands of the Andamans, makes connectivity a complex challenge—business aircraft bridge that gap with agility. Business aircraft are used not only by corporate executives but also by political leaders and senior officials, who rely on them for fast, secure and flexible movement across India's vast geography. From crisis inspections to diplomatic engagements, the ability to travel at short notice is indispensable to governance.

During the pandemic, business aircraft operators adapted to provide medical evacuation services, ferrying patients and organs across states when scheduled airlines were grounded. These missions underlined the public-interest value of the fleet. In natural disasters too, helicopters and turboprops have transported relief material, rescue teams and medical supplies to affected areas that would otherwise take days to reach.

Equally significant is the role business aviation plays in regional development. Aircraft capable of landing at smaller



(TOP) REMOTE CONNECTIVITY CHALLENGE BRIDGED WITH BUSINESS AIRCRAFT;
(ABOVE) CRITICAL ACCESS FOR MEDICAL EMERGENCIES CREATED BY BUSINESS AIRCRAFT.

PHOTOGRAPH: Pilatus, AAI_Official / X

airports bring investment and connectivity to remote areas, accelerating their integration with the mainstream economy. Mining sites in Jharkhand, renewable-energy projects in Gujarat, and hydro-power facilities in the North-East all depend on reliable access by business aircraft. The ability of business aircraft to land on smaller runways and airstrips, often in areas where commercial airlines do not fly, means that critical access is created for business, governance, medical emergencies, and even tourism. By bringing in investors, managers and technical experts, these aircraft act as catalysts of regional development and job creation.

PRODUCTIVITY AND COMPETITIVENESS

For the corporate world, time is the most precious commodity. Business aviation turns wasted travel hours into productive time. A Chief Executive can attend meetings in different states within a single day — an impossible feat using scheduled airline timetables. Mid-sized firms also benefit from chartered turboprops or fractional ownership schemes, allowing them to connect quickly with suppliers, clients and regulators in multiple locations.

Prominent business leaders in India illustrate this point with their adoption of business aircraft as essential management tools. While such investments often attract attention for their cost, they are in fact reflections of the demands of running large-scale operations in a geographically vast and diverse country. These aircraft allow Indian companies to remain globally competitive, closing deals and overseeing operations across continents with speed and security. Business aviation is not just about corporate leaders or wealthy individuals; it is about creating a transport network that complements commercial airlines and fills the gaps in regional connectivity. Business aircraft are not indulgences; they are productivity enablers.

ENGINES OF ECONOMIC GROWTH

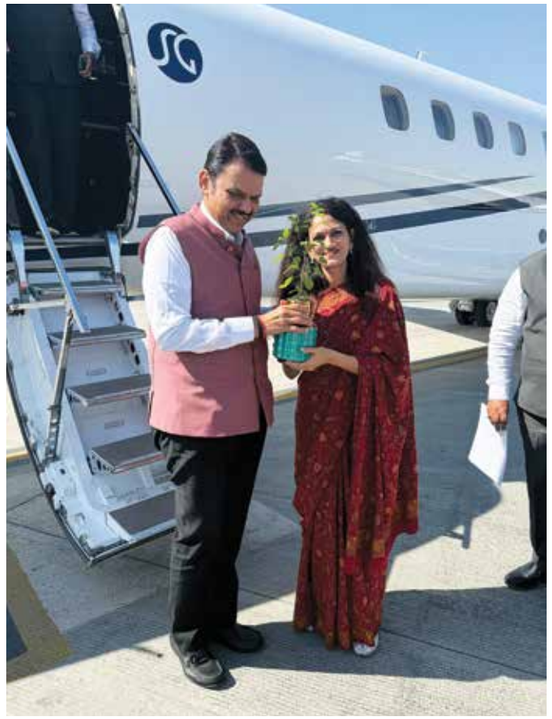
The economic contribution of business aviation is multi-layered. Every flight that enables a business deal, a political outreach, or a medical mission translates into tangible benefits for the economy and society. Beyond the direct impact of aircraft purchases, there are multiplier effects in employment and supply chains. Pilots, engineers, cabin crew, ground staff and air traffic controllers are trained and employed in the sector. Each FBO or private terminal creates jobs for handlers, fuelling services, catering companies and security personnel. MRO organisations, supported by recent tax rationalisation on aircraft parts, are expanding their capacity, generating skilled employment and keeping value creation within India.

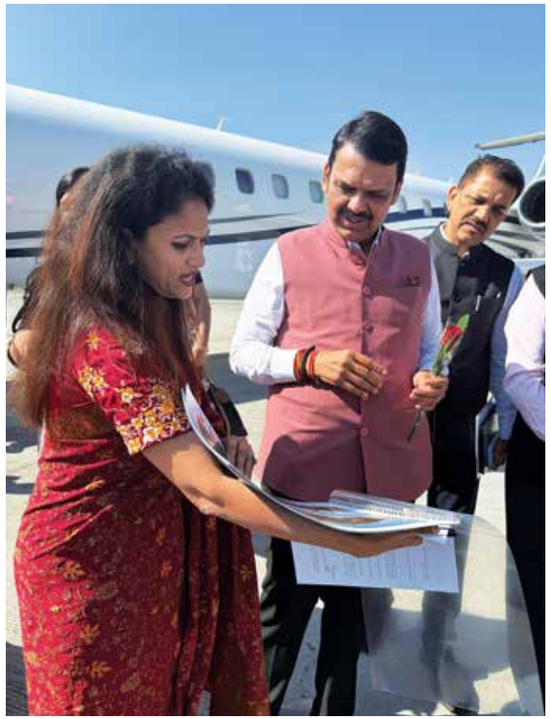
Aircraft interiors, avionics upgrades and customisation work also offer opportunities for India's aerospace and design industries. The more the fleet expands, the more the ecosystem grows. The decision of the GST Council in 2024 to standardise a five per cent tax rate on aircraft parts was an explicit step to encourage MRO investment — an acknowledgement that business aviation can be a driver of domestic industry.

Importantly, business aviation plays a catalytic role in tourism. Helicopter services to pilgrimage sites in Kedarnath or Vaishno Devi, luxury charters to Rajasthan's palaces and wildlife sanctuaries, or private jets connecting Goa and the Maldives all generate high-value tourism revenue. Such services enhance India's image as a global tourism destination, drawing affluent visitors who contribute significantly to local economies.

EXAMPLES OF PUBLIC VALUE

The scepticism surrounding private aircraft in India often overlooks the many instances where they have delivered public benefit. Senior government leaders regularly use non-scheduled flights for field inspections, disaster management and diplomatic engagements where time and security are critical. Companies have deployed charter aircraft to deliver equipment and personnel during natural disasters, keeping operations running and communities supported. Charter operators launched medical evacuation services during the pandemic, saving lives when commercial airlines were grounded. Helicopter shuttles to the North-East and remote Himalayan valleys have opened up tourism opportunities, improving livelihoods in regions once considered inaccessible. Each of these examples demonstrates that business aviation is not a vanity project but an enabler of public good, often stepping in where scheduled airlines cannot.





(LEFT - RIGHT) POLITICAL BRASS OF THE COUNTRY (SEEN HERE IS THE CHIEF MINISTER OF MAHARASHTRA) REGULARLY UTILISE BUSINESS JETS IN THEIR INTER-STATE AND INTRA-STATE TRAVEL FOR PUBLIC OUTREACH, GOVERNANCE AND NATION BUILDING ACTIVITIES

PHOTOGRAPHS: MadcMihan / X

POLICY IMPERATIVES

For business aviation to realise its potential in India, certain policy steps are crucial. Tax clarity and rationalisation remain at the top of the list. While the five per cent duty on parts is welcome, import and leasing costs remain high. A calibrated approach is required to make ownership and charter more viable without encouraging misuse. Infrastructure development is equally important. Mandating dedicated general aviation zones at greenfield airports, expediting land leasing for hangars and encouraging public-private partnerships in FBOs would go a long way.

Regulatory simplification is another priority. The Directorate General of Civil Aviation has begun easing norms for non-scheduled operators, but this process should continue with a single-window system for permits and clearances. Charter operators should also have formal agreements with disaster management authorities to provide aircraft during crises, with pre-defined compensation. Finally, fractional ownership and corporate pooling should be incentivised to make business aviation accessible to mid-sized enterprises.

CONCLUSION

India's business aviation sector stands at an inflection point. The fleet is expanding, charter demand is rising, and new airports are planning for dedicated facilities. At the same time, taxation complexity, infrastructure shortages and public perception remain challenges.

What must change is the mindset. Business aircraft are not indulgences reserved for the elite; they are instruments of productivity, connectivity and nation building. They shorten distances, unlock remote regions, enable tourism, and provide life-saving services in emergencies. They contribute to economic growth by creating jobs, supporting supply chains and enhancing global competitiveness.

If nurtured with smart policy, India's business aviation sector can become an essential pillar of the nation's aviation story. Just as airlines have democratised air travel, business aviation can be the hidden engine that powers productivity, development and resilience — quietly but decisively shaping India's rise as a global power. BAI

FLYING DOCTORS IN SMALL AIRCRAFT TO REMOTE VILLAGES PERIODICALLY CAN ENSURE THAT HEALTH BENEFITS REACH THE LAST MILE

Enhancing State Governance with SAHD

BY **SANJEEV CHOUDHARY,**
A VETERAN EXPERT OF BUSINESS AVIATION AND GENERAL AVIATION INDUSTRY

A case for State-level Governance tools like dedicated Small Aeroplanes, Helicopters and Drones (SAHD) departments to touch the lives of the Common Man

PHOTOGRAPH: Embraer

INDIA IS A VAST nation of varied terrains—towering mountains, dense jungles, meandering rivers, and sparsely connected valleys. While the Indian government and state administrations have invested heavily in highways, rural roads, and railways, a large proportion of villages remain cut off during monsoons, landslides, or snow. In states such as Arunachal Pradesh, Uttarakhand, Himachal Pradesh, Nagaland, Sikkim, and parts of Chhattisgarh and Odisha, governance suffers not due to lack of intent, but due to lack of access.

In such areas, Small Aeroplanes, Helicopters, and Drones (SAHD) can emerge as transformative governance tools. No longer restricted to military or elite use, these aerial platforms can be harnessed for healthcare, justice delivery, infrastructure building, disaster management, policing, and tourism.

Each state must therefore formulate and institutionalise a SAHD Aviation Department to systematically integrate aerial assets into governance.

This article explores the practical applications of SAHD, backed by case studies, operational models, and potential impact on the lives of ordinary citizens.

FLYING MAGISTRATES IN HELICOPTERS OR SMALL AIRCRAFT CAN PERIODICALLY CONDUCT HEARINGS, RESOLVE DISPUTES, AND ENSURE THAT JUSTICE PHYSICALLY REACHES THE LAST MILE

HEALTHCARE IN THE SKIES

Flying Doctors and Air Ambulances

Remote villages often lack doctors and hospitals. Helicopters fitted with basic medical equipment can serve as Flying Doctor Clinics, where doctors periodically land in villages, conduct check-ups, administer vaccines, and treat patients.

During emergencies, air ambulances—both helicopters and small fixed-wing aircraft—can evacuate critically ill patients to tertiary hospitals. For instance:

- In Uttarakhand, a critical patient from a remote village in Pithoragarh district can be flown to Dehradun in under an hour instead of a 15-hour hazardous road journey by a returning Flying Doctor.
- In Arunachal Pradesh, a pregnant woman facing complications can be airlifted to Pasighat or Itanagar by a returning flying doctor or a small aircraft arranged specially for medivac.

Medivac Operations Using Small Fixed-Wing Aircraft & Helicopters

Where Advanced Landing Grounds (ALGs) of the Indian Air Force exist such as Pasighat, Mechuka, or Kargil, a small fixed-wing aircraft like the KingAir B200 can operate. These can ferry not just patients but also doctors, medicines, and equipment. At others places helicopters can do a wonder job in Medivac with vertical lift capabilities.

Drone-Based Medical Logistics

Drones have already been tested for delivery of vaccines, blood, and essential drugs. They can cross rivers, forests, and mountains in minutes. A state-run drone medical network could ensure that Primary Health Centres (PHCs) never run out of life-saving drugs.

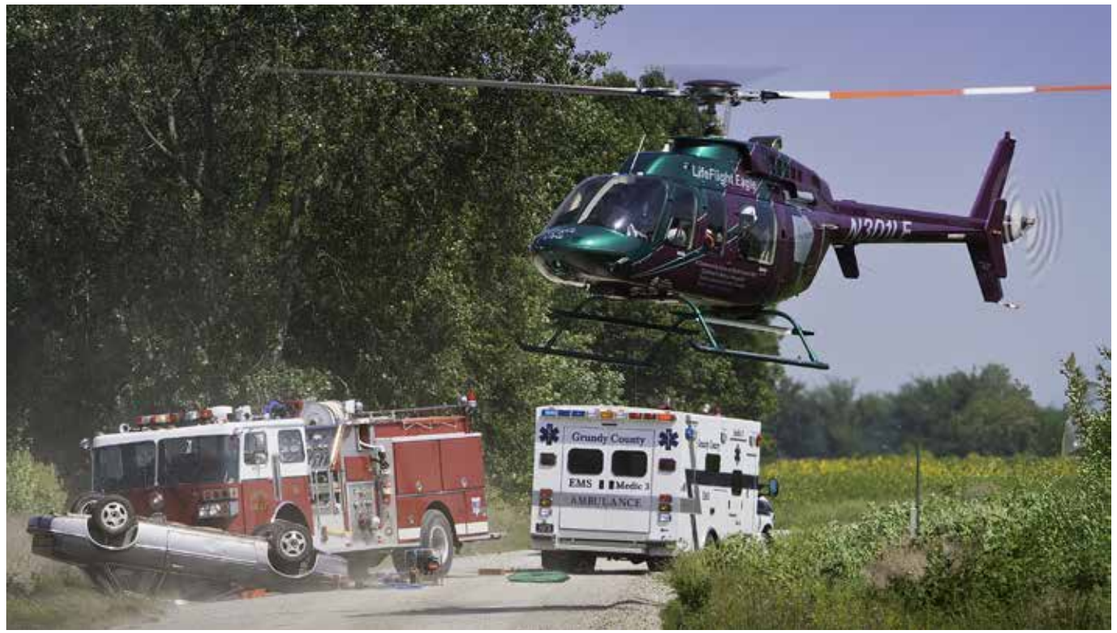
Impact: Reduced maternal mortality, faster treatment of life threatening incidents and accidents, and improved vaccination coverage—all leading to better health indicators.

FOREST SURVEILLANCE AND WILDLIFE PROTECTION

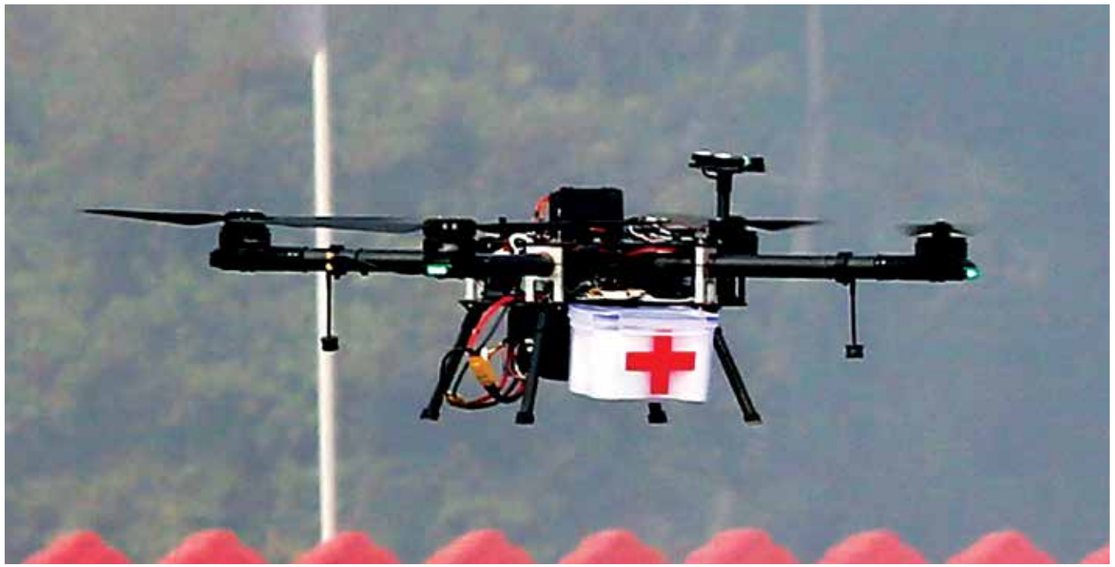
Anti-Encroachment and Fire Surveillance

Encroachment in forests and illegal logging are rampant in states like Chhattisgarh and Jharkhand. Drones can patrol difficult forest terrain, transmitting live video to forest departments. Similarly,

HELICOPTERS CAN PLAY A LIFE-SAVING ROLE IN AREAS OF INDIAN STATES WHERE ACCESSIBILITY BY ROAD CAN BE DIFFICULT AND TIME CONSUMING



PHOTOGRAPH: Bell Helicopter



DRONES CAN CROSS RIVERS, FORESTS, AND MOUNTAINS IN MINUTES AND ENSURE THAT REMOTE HEALTH CENTRES NEVER RUN OUT OF LIFE-SAVING DRUGS

during summer months, drones equipped with thermal cameras can detect forest fires early, preventing large-scale destruction.

Wildlife Monitoring with Veterinary Teams

Helicopters can ferry veterinary doctors into forest posts, where elephants, rhinos, or tigers may need tranquilisation, medical aid, or relocation. Drones can track animal movements and prevent human-animal conflict.

Impact: Preservation of biodiversity, protection of endangered species, and prevention of illegal activities in forests.

FLYING JUDICIARY AND MOBILE POLICING

Access to justice is one of the most neglected aspects in remote regions. Villagers often walk for days to attend court hearings. This results in justice delayed, which is justice denied.

Flying Magistrates

Helicopters or small aircraft carrying a magistrate, clerks, and police personnel can land in remote villages periodically to conduct hearings, resolve land disputes, or record statements. This concept of a Flying Court ensures that justice physically reaches the last mile.

Flying Policing Units

In conflict-prone or insurgency-hit areas, helicopters can carry police officers for quick investigations, patrols, and maintaining law and order. Drones, on the other hand, can monitor protests, gatherings, and border villages.

Impact: Strengthened faith of citizens in the justice system, reduction in case pendency, and improved law and order in neglected areas.

INFRASTRUCTURE BUILDING AND MAINTENANCE

Alignment Surveys for Roads, Bridges, and Powerlines

Surveying in mountainous regions is often slow and expensive. Drones equipped with LiDAR sensors can map terrain for new roads, powerlines, and bridges within weeks. Helicopters can assist in aerial reconnaissance, reducing survey times drastically.

Construction Logistics

During road and bridge construction in hilly terrain, helicopters can airlift construction material, while drones can deliver small components. This prevents delays caused by blocked roads or lack of access.

IN REMOTE AND RURAL AREAS, SMALL AEROPLANES, HELICOPTERS, AND DRONES (SAHD) CAN EMERGE AS TRANSFORMATIVE GOVERNANCE TOOLS

Surveillance and Maintenance Post-Completion

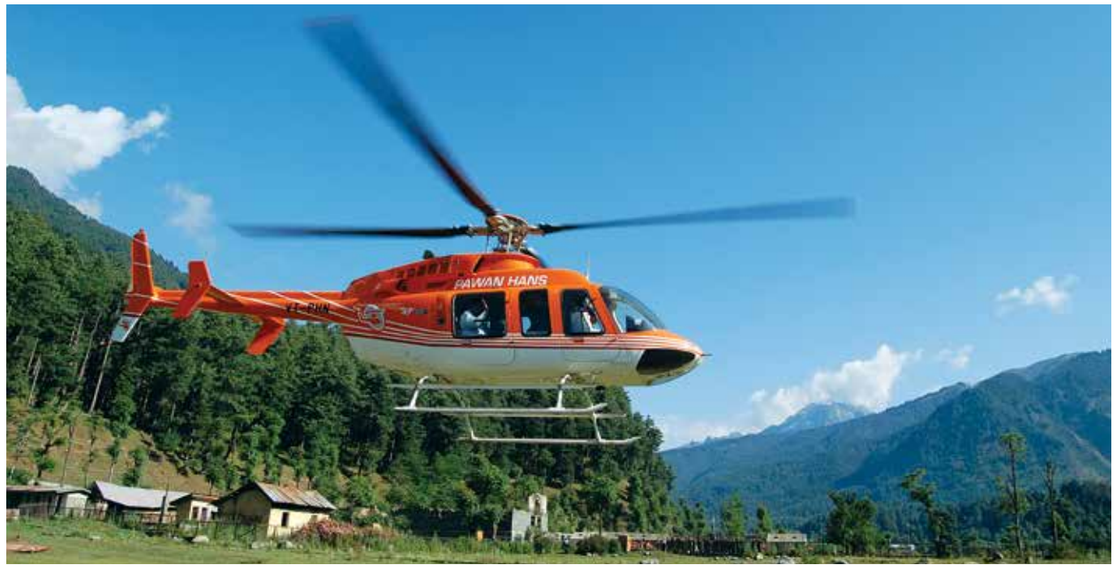
Once infrastructure is built, drones can continuously monitor for cracks in bridges, powerline faults, or landslides affecting roads.

Impact: Faster infrastructure rollout, reduced costs, and longer asset life.

SEARCH AND RESCUE IN NATURAL CALAMITIES

Almost every monsoon, Indian states witness landslides, cloudbursts, floods, and road collapses. Helicopters and drones can play a life-saving role.

PHOTOGRAPH: PIB



USE OF HELICOPTERS CAN BOOST TOURISM, ESPECIALLY RELIGIOUS TOURISM, BY PROVIDING EASY ACCESS OF DESTINATIONS TO TOURISTS

- **Helicopters:** Evacuate stranded villagers, drop food packets, and rescue mountaineers.
- **Fixed-Wing Aircraft:** Move large relief consignments between state capitals and forward airstrips.
- **Drones:** Provide real-time imagery of flood-affected areas, locate survivors trapped on rooftops, and guide rescue teams.

Case in Point: During the 2013 Uttarakhand floods, helicopters played a pivotal role in saving thousands of lives, but operations were ad-hoc. With a dedicated SAHD department, such responses could be institutionalised.

BOOSTING TOURISM

Tourism is a key livelihood in states like Himachal Pradesh, Sikkim, and Arunachal Pradesh. SAHD can play a catalytic role:

- **Helicopter Safaris:** Short aerial circuits around valleys and snow peaks.
- **Small Aircraft Shuttles:** Connecting smaller towns with metros.
- **Drones:** Capturing aerial imagery for promoting eco-tourism.

Impact: Boosted local employment, increased revenue, and better connectivity for tourists.

DRONES FOR POLICING AND GOVERNANCE

Drones are already being used by police in cities like Delhi and Hyderabad. Their applications in rural, mountainous states are even more critical:

- Monitoring illegal mining.
- Tracking protests or insurgent activities.
- Monitoring traffic bottlenecks on highways.
- Crowd control during festivals and yatras.

Beyond policing, drones can also assist in governance monitoring—checking if roads, schools, and hospitals sanctioned under schemes are truly functional.

NEED FOR A STATE-LEVEL SAHD AVIATION DEPARTMENT

For all the above applications to work seamlessly, each state must institutionalise a dedicated aviation unit.

Key Features of the SAHD Department:

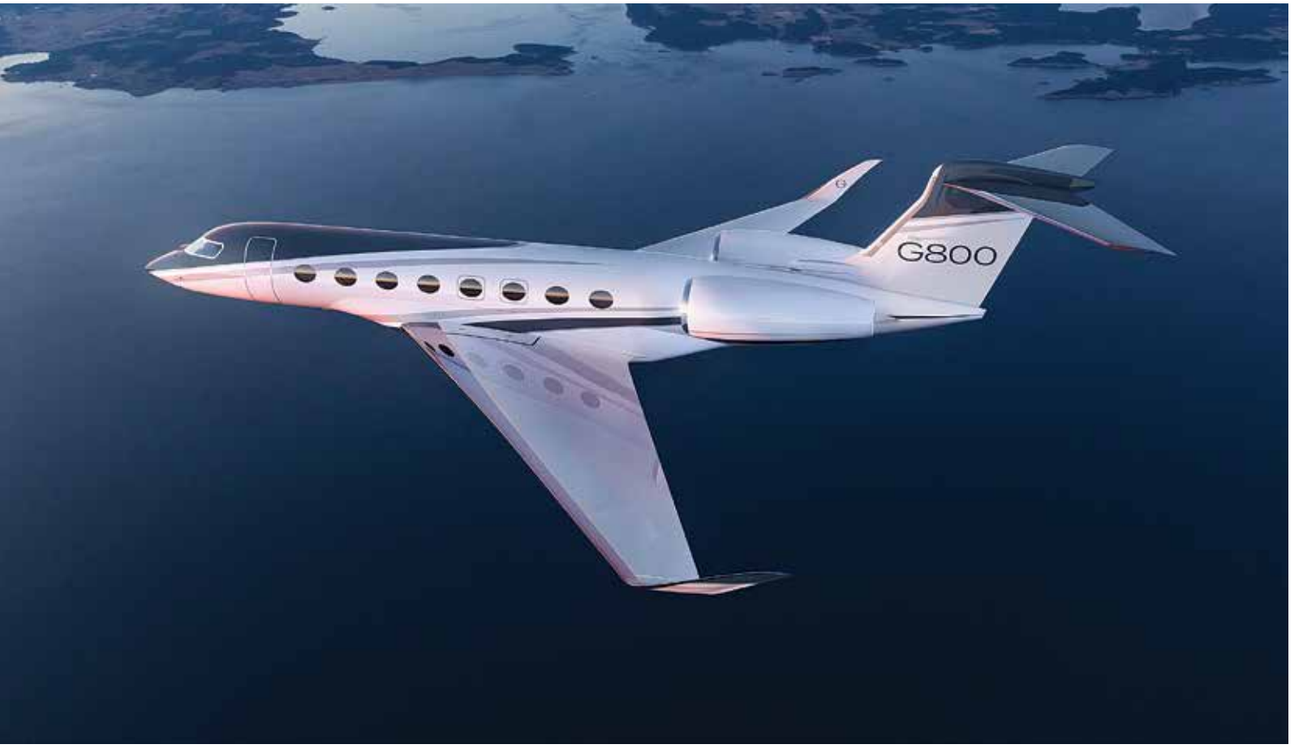
- **Fleet Composition:** Mix of small aircraft, helicopters, and drones.
- **Command Structure:** Headed by a senior officer reporting to the Chief Secretary.
- **Integration:** Works with health, forest, judiciary, police, tourism, and disaster management departments.
- **Training:** Pilots, drone operators, and maintenance engineers trained in government academies.
- **PPP Models:** Collaboration with private helicopter and drone companies under government oversight.

CONCLUSION

The true measure of governance lies in how effectively it reaches the remotest citizen. Small aeroplanes, helicopters, and drones are not luxuries but essential tools for modern governance in India's challenging states. From delivering medicines to rescuing flood victims, from enabling justice to preserving forests, SAHD has the potential to transform lives.

State governments must recognise this opportunity and invest in building SAHD aviation departments as multipurpose governance arms. The cost of inaction is far higher—continued isolation of citizens, delayed justice, preventable deaths, and lost economic opportunities. The sky, quite literally, can become the pathway of governance" BAI

PHOTOGRAPH: Pawan Hans



WITH A MAXIMUM OPERATING SPEED OF A BLISTERING MACH 0.935, THE G800 IS AMONGST THE FASTEST JETS IN BUSINESS AVIATION

Setting a New Standard in Ultra-Long-Range Business Aviation

BY **ROHIT GOEL**

Gulfstream Aerospace has marked a pivotal moment in the history of business aviation with the first customer delivery of its flagship Gulfstream G800

PHOTOGRAPHS: Gulfstream

THE MONUMENTAL EVENT SIGNIFIES the culmination of a meticulous and highly successful development and certification programme, bringing to market an aircraft that redefines the very essence of ultra-long-range global travel. The aircraft, outfitted at Gulfstream's advanced completions facility in Appleton, Wisconsin, is now in service, poised to connect the world's most remote city pairs with unprecedented speed, range, and luxury.

The G800's entry into service comes just months after it received its crucial dual certification from both the US Federal Aviation Administration (FAA) and the European Union Aviation Safety Agency (EASA) on April 16, 2025. This rapid progression from certification to delivery is a testament to the programme's

"WE HAVE SEEN ASTOUNDING DEMAND FOR THE G800, AND THE ENTIRE GULFSTREAM TEAM IS EXCITED TO BEGIN MAKING DELIVERIES TO OUR CUSTOMERS"
— MARK BURNS, PRESIDENT, GULFSTREAM

"extraordinary maturity," as noted by Gulfstream President Mark Burns. The certification process not only validated the aircraft's performance but also revealed capabilities that surpassed original projections, solidifying the G800's status as a powerhouse performer.

Mark Burns, President of Gulfstream, expressed immense pride in the G800's entry into service. "We have seen astounding demand for the G800, and the entire Gulfstream team is excited to begin making deliveries to our customers," he stated. He also highlighted the aircraft's readiness for service, "The G800 is entering service with extraordinary programme maturity, just like the Gulfstream G700 before it. We look forward to customers around the world experiencing the aircraft's remarkable capabilities and cabin comfort, and I congratulate Gulfstream's Appleton team — and the more than 21,000 Gulfstream employees worldwide — for this significant accomplishment in delivering another quality product from our next-generation fleet."

The G800 was outfitted at Gulfstream's Appleton, Wisconsin, completions facility, a significant hub for the company's large-cabin aircraft operations. While the Appleton site already had extensive capabilities, Gulfstream made key strategic investments to support its next-generation aircraft like the G800 and G700. In 2023, the company officially opened a new, custom-designed 73,000-square-foot paint hangar at the Appleton facility. This specialised hangar, a $55 million investment, can accommodate up to 48 aircraft annually and was crucial for allowing Gulfstream to perform the entire completions process for these large jets "start-to-finish" in Appleton. This expansion, along with a modernised customer support maintenance, repair, and overhaul (MRO) facility, ensures the site is a cornerstone of the G800's production and ongoing service.

THE AIRCRAFT'S CABIN, WHICH CAN BE CONFIGURED WITH UP TO FOUR LIVING AREAS OR THREE LIVING AREAS AND A DEDICATED CREW COMPARTMENT, SETS A NEW BENCHMARK FOR LUXURY AND FUNCTIONALITY

A GAME-CHANGING COMBINATION OF SPEED AND RANGE

At the core of the G800's appeal is its record-breaking performance. The aircraft boasts a maximum range of 8,200 nautical miles (15,186 km) at its long-range cruise speed of Mach 0.85, allowing for effortless non-stop flights that were once thought impossible for business jets. This range enables connections between far-flung locations such as Los Angeles and Sydney, or London and Buenos Aires, providing global travelers with unparalleled mission flexibility.

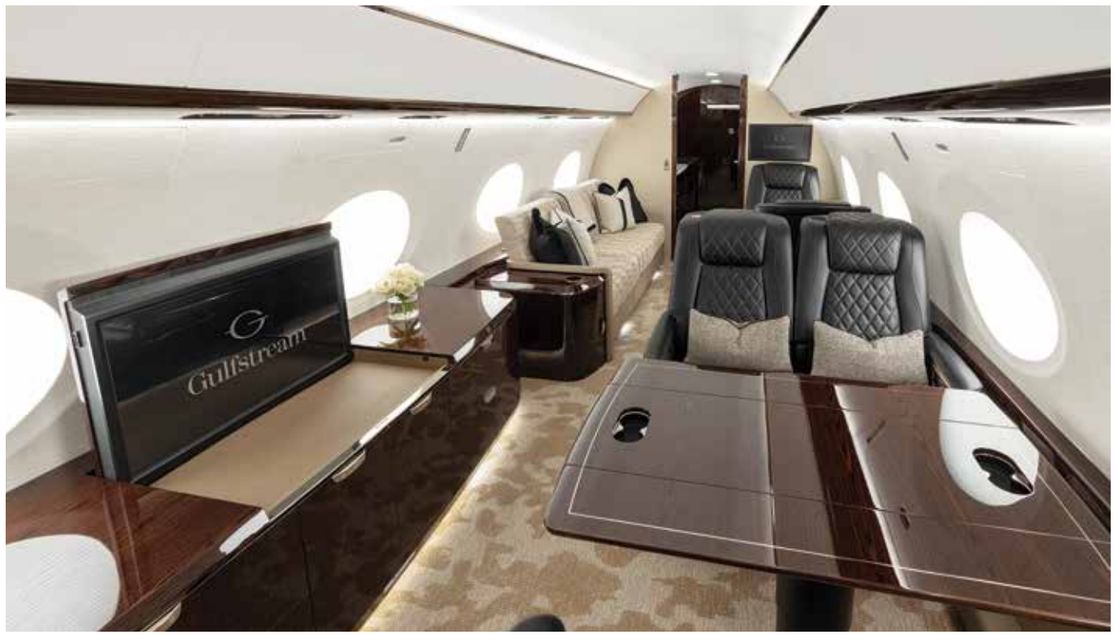
For those who value time above all else, the G800 offers a compelling high-speed cruise of Mach 0.90, at which it can still cover an impressive 7,000 nautical miles (12,964 km). This speed advantage is significant, with Gulfstream noting that it can save up to 1.5 hours on flights longer than 6,500 nautical miles (12,038 km). The aircraft's maximum operating speed has also been enhanced to a blistering Mach 0.935, a performance marker that firmly places the G800 among the fastest jets in business aviation.

These exceptional performance metrics are made possible by two key innovations, the highly-efficient Rolls-Royce Pearl 700 engines and the G800's advanced aerodynamics. The Pearl 700 engines, designed specifically for Gulfstream's next-generation aircraft family, deliver impressive thrust while being optimised for enhanced fuel efficiency. This efficiency is further bolstered by a new, highly-efficient high-speed wing and an innovative winglet design, which reduce drag and contribute to the aircraft's extended range and speed while minimising its environmental footprint.

THE PINNACLE OF CABIN COMFORT AND WELL-BEING

Beyond its performance, the Gulfstream G800 is a sanctuary of comfort and well-being in the sky. The aircraft's cabin, which can be configured with up to four living areas or three living areas and a dedicated crew compartment, sets a new benchmark for luxury and functionality. This interior design recently earned Gulfstream the prestigious 2025 International Yacht & Aviation Award for Private Jet Design, a testament to the company's unwavering commitment to craftsmanship and ergonomic excellence. The interior is meticulously handcrafted using a sophisticated palette of materials, including vegetable-dyed leathers, natural fiber fabrics, and recycled-content countertops, reflecting a dedication to both luxury and sustainability.

Central to the Gulfstream Cabin Experience is a focus on the health and comfort of its passengers. The G800 features the lowest cabin altitude in the industry, a remarkable 2,840 feet (866 m) when flying at a cruising altitude of 41,000 feet. This low-pressure environment significantly reduces the effects of jet lag and



THE CABIN IS BATHED IN NATURAL LIGHT FROM 16 OF GULFSTREAM'S SIGNATURE PANORAMIC OVAL WINDOWS, THE LARGEST IN BUSINESS AVIATION

fatigue, ensuring passengers arrive at their destination feeling refreshed. The cabin air is replenished with 100 per cent fresh, never re-circulated air every two to three minutes and is purified by a plasma ionization system, creating a pristine and healthy atmosphere. Furthermore, the G800 is engineered to be whisper-quiet, providing a peaceful environment conducive to rest, work, or conversation.

The cabin is bathed in natural light from 16 of Gulfstream's signature panoramic oval windows, the largest in business aviation. These windows not only provide stunning aerial views but also contribute to a sense of openness and space, transforming the travel experience from a mere journey to a moment of tranquility and inspiration. The aircraft can accommodate up to 19 passengers and provides sleeping space for 10, with a variety of customisable layouts to suit the specific needs of its owner.

ADVANCED TECHNOLOGY FOR A SAFER AND SMARTER FLIGHT

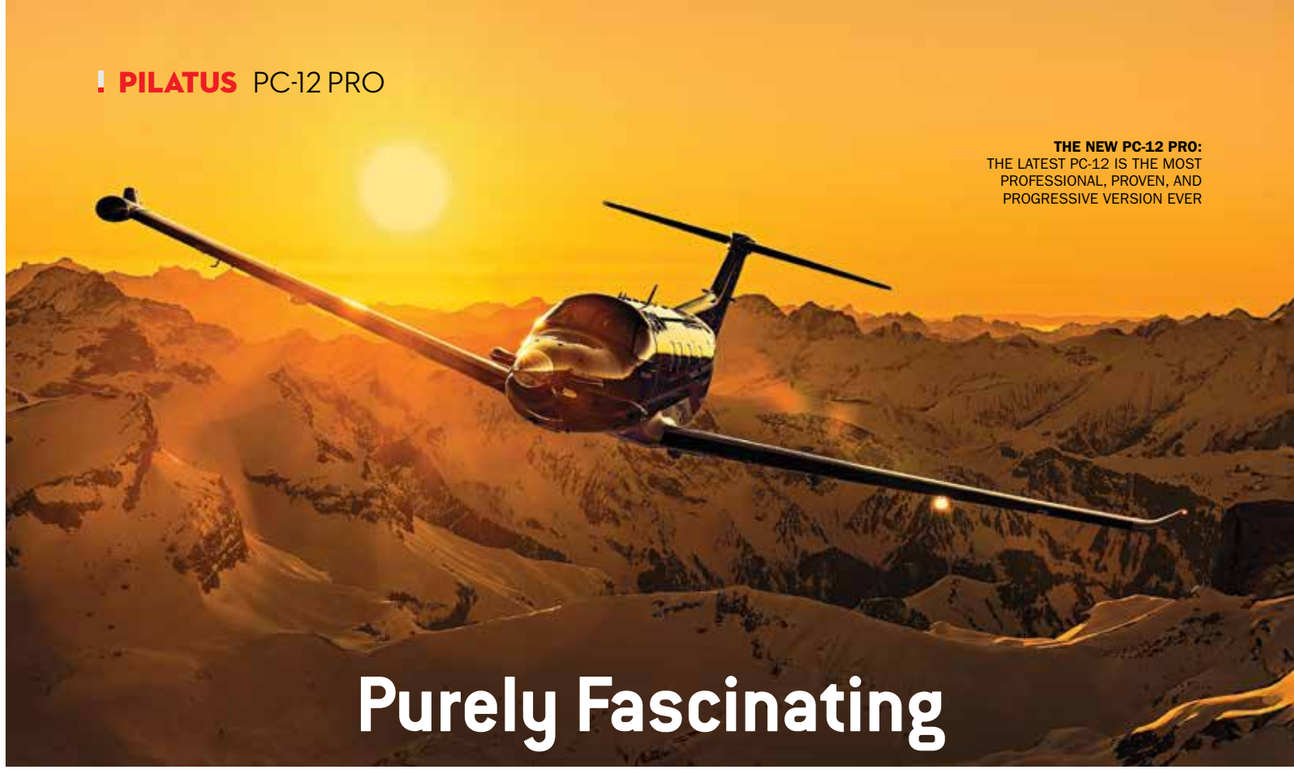
The G800 is a technological marvel from nose to tail, particularly in its flight deck. Gulfstream's award-winning Symmetry Flight Deck has revolutionised business aviation with vast improvements in safety and efficiency. Active control sidesticks, an industry first, increase nonverbal communication between pilots through tactile cues. Ten touch-screen displays—the most extensive use in business aviation—work in sync with Phase-of-Flight intelligence to reduce pilot workload and aircraft startup time. Plus, flight deck commonalities across the large cabin aircraft streamline pilot certification and fleet management.

Safety is paramount in the G800's design. The aircraft is equipped with the new Combined Vision System (CVS), which integrates the Gulfstream Enhanced Flight Vision System (EFVS) and Synthetic Vision System (SVS) imagery into a single, comprehensive view on the dual head-up displays. This system provides pilots with a clear and detailed real-time display of terrain and obstacles, even in low-visibility conditions, further enhancing flight safety and situational awareness and access to more airports.

A COMMITMENT TO A SUSTAINABLE FUTURE

In an era of increasing environmental consciousness, Gulfstream has positioned the G800 as a leader in sustainable aviation. In addition to its fuel-efficient Rolls-Royce Pearl 700 engines, the aircraft is fully compatible with Sustainable Aviation Fuel (SAF). All G800 flight tests originating from Gulfstream's Savannah headquarters have been conducted on a SAF blend, underscoring the company's long-standing commitment to a more sustainable future for the industry. Gulfstream's sustainability initiatives extend beyond its aircraft; the company has also invested in manufacturing efficiencies and green facility certifications to reduce its overall carbon footprint.

The first delivery of the G800 is more than a transaction; it is the culmination of a vision. It is the result of thousands of hours of flight testing, meticulous engineering, and an unwavering commitment to quality. The G800 stands as a flying testament to Gulfstream's legacy of excellence, a modern masterpiece that promises to transform the way business is done and how the world is experienced from the sky. As it takes to the skies with its first owner, the G800 is not just flying a new route—it's charting a new course for the future of business aviation. BAI



THE NEW PC-12 PRO:
THE LATEST PC-12 IS THE MOST PROFESSIONAL, PROVEN, AND PROGRESSIVE VERSION EVER

Purely Fascinating

BY **ROHIT GOEL**

Pilatus PC-12 PRO is a masterpiece born from Innovation

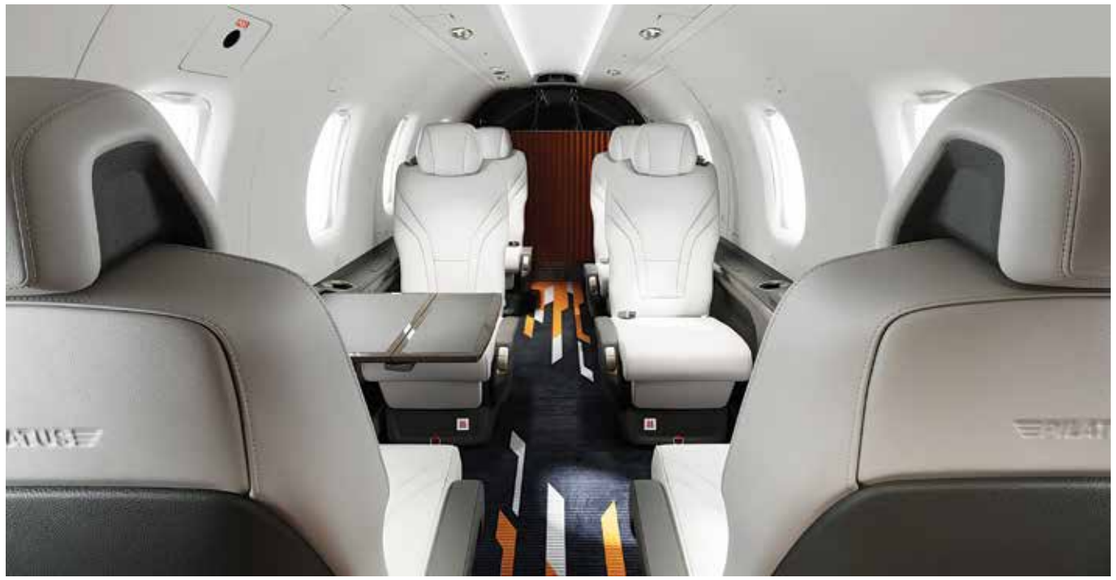
WITH THE PC-12, PILATUS created an icon that has fascinated aviators and passengers alike for many years. The secret to this success lies in a harmonious overall concept combined with timeless design. It is an aircraft that approaches perfection in its technical and aerodynamic execution. With more than 2,000 aircraft sold worldwide and operating in some of the most challenging and remote conditions, attention now turns to the new PC-12 PRO – The Most Advanced Single.

The latest generation of the PC-12 is both the culmination of its predecessors and a vision of the future. Since 1939, Pilatus has blazed new trails in aviation, overcoming unique engineering challenges to enable operators to achieve the impossible and access environments beyond the reach of other aircraft. True leaders never stop progressing, and Pilatus has once again raised the bar. The result is the most advanced and modern version of the PC-12 yet – a perfect blend of experience and innovation, offering new possibilities for single-engine turboprop travel. The latest PC-12 is the most professional, proven, and progressive version ever.

PC-12 "PRO"

- **PROgressive Cockpit:** Powered by the Garmin G3000 Prime, the PC-12 PRO is more powerful than ever before. The fully redesigned flight deck features new-style yokes and five large, high-resolution touchscreen displays.
- **PROfound Design:** With short and rough field capability, the PC-12 PRO can take passengers where most business aircraft cannot. A large standard cargo door allows unique cargo to accompany every mission.
- **PROtective Safety:** Safety in the air and on the ground includes Emergency Autoland, Electronic Stability Protection, Emergency Descent Mode, and Surface Watch.
- **PROven Concept:** More than 2,000 PC-12s have been sold globally, with over eleven million flight hours backed by the ultra-reliable Pratt & Whitney Canada PT6 engine. Experience makes the difference.
- **PROductive Cabin:** An interior designed to take productivity to new heights, tailored for modern professionals and combining elegance with comfort and functionality.
- **PROfitable Investment:** Independent aftermarket research confirms that PC-12 owners enjoy the highest value retention in business aviation, significantly lowering the total cost of ownership.
- **PROfessional Service:** Pilatus customer support has consistently ranked number one in the business turboprop market. Pilatus Class service comes standard.
- **PROminent Manufacturer:** Since 1939, every Pilatus aircraft has been designed and manufactured with legendary Swiss quality and craftsmanship. The PC-12 PRO continues that proud heritage.

PHOTOGRAPHS: Pilatus



THE CABIN REFLECTS BOTH ELEGANCE AND INDIVIDUALITY AND CAN BE RECONFIGURED FOR CARGO, COMBINATION, OR AIR AMBULANCE MISSIONS

ADVANCED COCKPIT TECHNOLOGY

Designed for unmatched control and precision, the PC-12 PRO leads the way with advanced features that reinforce its reputation. At its core is the new Advanced Cockpit Environment – ACE – powered by the Garmin G3000 Prime. Three large, high-resolution flight displays, two touch screen smart controllers, and Pilatus' proprietary Cursor Control Device combine to place full control of every phase of flight at the pilot's fingertips.

The fully redesigned flight deck also introduces new crew yokes, modern interior finishing, and improved exterior visibility with the removal of the Direct Vision window. Personalised profiles allow pilots to tailor the cockpit to their preferences and recall settings even when multiple pilots operate the same aircraft.

With millions of PC-12 flight hours informing their work, Pilatus engineers ensure every new technology earns its place only if it strengthens safety and efficiency. A unique touch screen controller, exclusive to the PC-12 PRO, exemplifies this philosophy. Designed with gripping edges and stabilising contours, it ensures accuracy even in turbulence. A Cursor Control Device on the center pedestal further enhances precision in challenging conditions.

Autoland activates automatically if the system detects the pilot is unable to control the aircraft. Passengers can also press an activation button. During navigation to the nearest suitable airport, Autoland avoids dangerous terrain, obstacles, and adverse weather. It selects the optimal runway, performs the landing, and brings the aircraft safely to a stop, ready for emergency services. This makes the PC-12 PRO the safest version ever produced.

EXECUTIVE CABIN

Inspired by the PC-24 Super Versatile Jet, the PC-12 PRO's executive seats offer full recline, taller backrests, and increased headroom. Upholstered in fine European leather with custom hand-stitching, the cabin reflects both elegance and individuality.

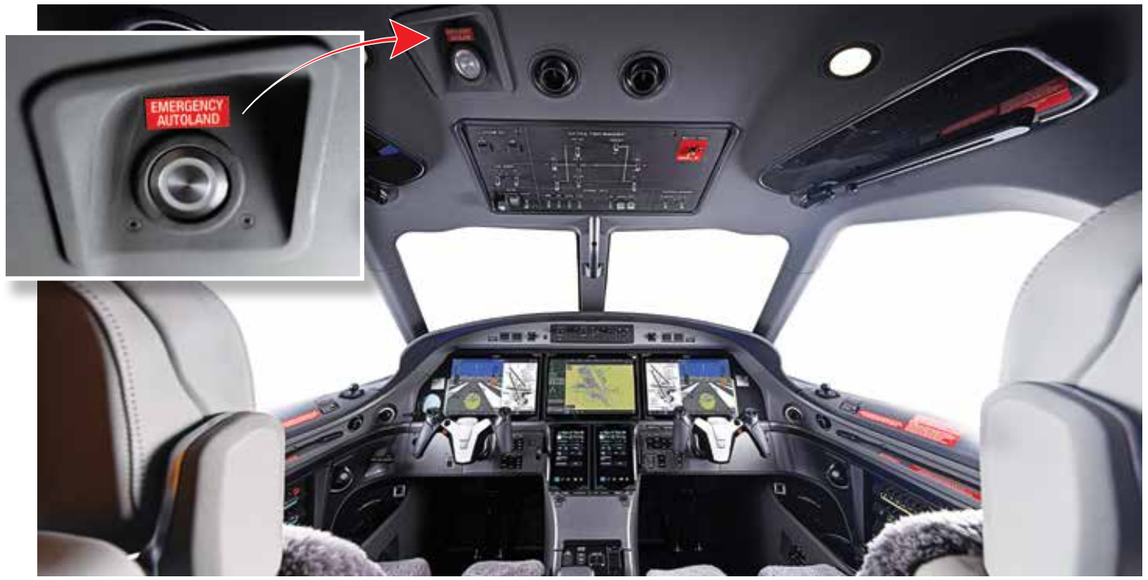
Enhanced ergonomics, refined finishing, and upgraded lighting combine to elevate productivity and comfort. The cabin delivers superior quiet and relaxation, ensuring passengers arrive refreshed.

Minimalistic and modern, yet responsibly sourced, the interior represents the perfect fusion of form and function. Six new executive design lines from BMW Designworks provide seating for up to eight passengers, complemented by large windows and improved cabinet layouts.

A private, fully enclosed forward lavatory improves usability and comfort. Unlike many aircraft in its class, the lavatory is dedicated to its purpose rather than doubling as a passenger seat. Its forward placement also allows greater flexibility in configuring the aft cabin for seating or cargo.

The PC-12 PRO's adaptability is unrivaled. Owners can select executive layouts, add or remove commuter seats, or configure the cabin for cargo, combination, or air ambulance missions. The hallmark cargo door makes reconfiguration simple and efficient.

WITH MORE THAN 2,000 AIRCRAFT SOLD WORLDWIDE AND OPERATING IN SOME OF THE MOST CHALLENGING AND REMOTE CONDITIONS, ATTENTION NOW TURNS TO THE NEW PC-12 PRO – THE MOST ADVANCED SINGLE



AUTOLAND PERFORMS THE LANDING AND BRINGS THE AIRCRAFT SAFELY TO A STOP. THIS MAKES THE PC-12 PRO THE SAFEST VERSION EVER PRODUCED.

FROM SHORT RUNWAYS TO GRASS AND GRAVEL

Pilots of twin turboprops and business jets often take pride in operating from airports with runways of 3,500 feet (1,067 meters). The PC-12 PRO requires just 2,485 feet (758 meters) at maximum gross weight, while also operating from grass, gravel, or dirt strips. This performance opens access to thousands more destinations worldwide.

Whether transporting oversized parts, supporting field operations, or accommodating up to nine passengers, the PC-12 PRO is designed for flexibility. A pallet-sized cargo door, flat floor, and forward lavatory provide more usable space than any other single-engine turboprop.

Cargo remains within the pressurised, temperature-controlled cabin and is accessible in flight. Additional baggage space in the aft compartment further enhances practicality.

A DEPENDABLE ENGINE FOR A SINGLE

In any single-engine aircraft, the engine is paramount. The PC-12 PRO is powered by the newest evolution of the world's most reliable power plant: the Pratt & Whitney Canada PT6. With over 64,000 units in service and more than one billion flight hours, its record is unmatched. On the PC-12 alone, the PT6 has logged more than eleven million flight hours with a safety record superior to many twin-engine business jets.

The PT6 E-Series engine offers a 5,000-hour overhaul interval, reinforcing its dependability. At the core of the PC-12 PRO is the PT6E-67XP, producing 1,200 shaft horsepower for takeoff and climb. The aircraft incorporates second-generation, dual-channel Electronic Propeller and Engine Control along with a digital auto throttle, reducing workload and preventing exceedance issues. Pilots can also select a low-speed propeller mode for reduced noise. The single-lever power control with flight-phase detents further optimises efficiency across all stages of flight.

TRUSTED PARTNER FOR EVERY FLIGHT

When operators join the Pilatus family, they benefit from a support system unmatched in the industry. Safety, comfort, and reliability remain the highest priorities, reinforced by 24/7/365 customer care and a global network of Authorized Service Centres.

With more than eleven million flight hours in the harshest environments, Pilatus has earned a reputation for outstanding service, consistently winning customer-voted awards for excellence. Pilatus Class service goes beyond first-class – it is truly unique in business aviation.

The CrystalCare programme eliminates uncertainty in maintenance costs by covering virtually all expenses and even includes Mobile Recovery Service. Once enrolled, operators can have maintenance actions billed directly to Pilatus through Authorized Service Centres, ensuring worry-free operations worldwide.

SUSTAINABILITY AND RESPONSIBILITY

Pilatus continues to increase the use of sustainable energy throughout its production process, streamlining operations to reduce waste and energy consumption. The PC-12 PRO exemplifies this commitment by delivering lower carbon emissions than comparable twin-engine aircraft, proving that innovation and responsibility can go hand in hand.

ILLUSTRATION: SP's Team

Smart Skies Ahead

COURTESY **NBAA**

Emerging Technologies Are Helping to Shape the Future of Business Aviation

BUSINESS AVIATION CONTINUES TO perform its traditional role as an incubator for innovative technologies that promise to improve safety, performance, efficiency and sustainability.

Since its birth, the business aviation sector has been a leader in helping to develop, foster and embrace effective and innovative new technologies for civilian aircraft, including GPS navigation, winglets and super strong carbon fibre materials.

Currently, a dynamic developmental environment is raising the capabilities of key industry components such as avionics, power plants and data management systems to new heights. Many of these emerging technologies are already poised to influence flight operations on multiple levels.

IMPROVED AVIONICS CAN SIMPLIFY OPERATIONS

"From my perspective, advanced flight deck technologies which allow us to reduce pilot workload, increase situational awareness and improve communications is a very good thing," explained Jon Damush, President and CEO of uAvionix Corp. "Today's technologies are great, but the pace of technology development will never be slower than it is today. What will be available in the next few years will dramatically help us all fly safer."

Damush said touch screens offer a great example. "You operate it like your smart phone. Fewer knobs and buttons," said Damush. "Some of the systems are smart enough to use the flight plan information for ATC sectors and frequencies ahead. You wait for the controller to tell you to change frequencies, and it's done with the push of a button. This automation reduces pilot workload and lets pilots concentrate on flying."

While most avionics innovations are in the panel, Damush talked about an innovation from uAvionix called Sentry, which has been co-developed with ForeFlight to bring data into the flight deck through ADS-B, as well as provide backup position and attitude information giving pilots some portable redundancy for IFR operations.

"It's a product we've created with ForeFlight, it's a battery-powered portable unit – about the size of a deck of cards – that has an array of internal sensors – ADS-B, magnetometer, barometer, gyros and GPS – that pilots can connect to their iPads," Damush said. "For business aviation operators, the Sentry+ also provides g-loading and turbulence data and will soon alert a pilot to potential GPS jamming and spoofing."

Damush believes that units like Sentry will be the next wave of innovations as aircraft and avionics manufacturers work to add redundancy and increase ease of operation.

"We have to look at ways to simplify things, if for no other reason than to lessen the burden and cost of flight training," he said. "We can't keep doing things the same way and expect a different outcome. It has to be easier and faster to qualify pilots without sacrificing safety. New technologies and automation tools provide an option."

ENGINE INNOVATIONS AIMED AT ENHANCING PERFORMANCE

Just when many people thought current turboprop engines were all they could be, GE Aerospace, in partnership with Italian subsidiary Avio Aero, which led the design and development, took the next step with its Catalyst engine. This past February, Catalyst became the first new centreline, clean-sheet advanced turboprop engine to earn FAA certification in decades.

"We saw the market need for new engine technologies. We started with what GE is good at – big, efficient jet engines – and looked at how to transition that experience into a smaller turboprop engine," said Paul Corkey, General Manager, Catalyst at Avio Aero. "Today, Catalyst is bringing game-changing performance and efficiency into the turboprop market."

Corkey explained that the Catalyst team set some very aggressive targets for the engine, including a 15 per cent reduction in fuel burn compared to the industry's current "best" performance.

"What we achieved is an 18 per cent increase in efficiency," Corkey said. "Much of that is due to the new compressor design, which raises the high-pressure ratio from 10:1 to 16:1.

"We took our understanding of variable geometries and pressure ratios to optimise the compressor and then used new materials that allow us to run at hotter temperatures, which improve fuel efficiency," said Corkey. "We also introduced cooled turbine blades into the high-pressure turbine, as well as a three-stage, low-pressure turbine.

"We used additive manufacturing for complex designs because it would have been complicated to make them using conventional technologies. We are very proud of what we have accomplished," Corkey said.

Catalyst is also the first turboprop designed to work with full authority digital engine controls (FADEC). "Our two-channel FADEC automatically optimizes the fuel-flow and propeller pitch schedule," Corkey said. "It also provides automatic protection for the engine from under-/over-speeds and temperature exceedances."

The Catalyst will power the new Beechcraft Denali aircraft. Corkey said that GE Aerospace and Avio Aero believe the Catalyst is perfect for emerging markets, such as a hybrid-electric engine architecture.

"For example, the Catalyst can provide a one-megawatt powerplant, which is right in the sweet spot for many of the proposed hybrid solutions," Corkey said. "We believe Catalyst positions us very well for existing and emerging markets, no matter what future architectures look like."

AI PROMISES TO SUPERCHARGE DATA MANAGEMENT

Few innovations in recent memory have received as much hyperbole as the emergence of AI. And it hasn't all been positive. But the fact is, AI is already all around us – we just didn't know it.

As Robin Riedel, Executive Vice President, Transportation and Future Mobility at Metropolis Technologies, explained, "When aviation people hear AI, they think of autonomous flight and the like, but that's just a small part of it. I see AI as less of a thing that will suddenly change everything and more like just the natural evolution of the digital world and how we can more efficiently use all the information we have available today.

"WE CAN'T KEEP DOING THINGS THE SAME WAY AND EXPECT A DIFFERENT OUTCOME. IT HAS TO BE EASIER AND FASTER TO QUALIFY PILOTS WITHOUT SACRIFICING SAFETY - NEW TECHNOLOGIES AND AUTOMATION TOOLS PROVIDE AN OPTION." —JON DAMUSH PRESIDENT AND CEO OF UAVIONIX CORP.

"Most of us use AI daily and don't even realise it," said Riedel. "Look at Siri, Google or Chatbots, and they're all powered by AI in one form or another."

Riedel sees flight departments, in particular, benefitting greatly from what AI can deliver. "They will never be a complete replacement for people but will change what people do. For example, right now, an aircraft technician spends less than half of their time turning wrenches. The rest is spent on looking for information or parts and filling out logbooks. AI can massively help with all of that. You complete the task, and AI fills out all the paperwork," Riedel said.

"Or AI can use available operational data on the aircraft to help with proactive maintenance planning," said Riedel. "By predicting which parts will need replacing when, AI can do proactive inventory and maintenance planning – all the things a technician is doing today, instead of actually working on the airplane."

Another example of an AI-enabled tool is machine vision/AI cameras that can autonomously monitor hangars, ramps and other areas to spot dangerous situations before they become accidents. Tools like this are on the cusp of getting implemented, and they can all enhance efficiency and safety through your aircraft operations.

"To me, especially in business aviation – while there may be 'disruptive' changes coming that we all love to speculate about – the fact is, AI is here today and comes in 1,000 different flavours," Riedel said. "Aviation, more than other industries, is well prepared for this. Yes, there will be a feeling that 'Big Brother is watching,' but it's been watching business aviation for years. We've developed the just culture to deal with it and not let it become the type of change people fear." BAI

Embraer Achieves Major Milestone with 2,000th Business Jet Delivery

Embraer announced it has surpassed 2,000 business jet deliveries, marking a defining moment in the company's history. The milestone aircraft is a Praetor 500, delivered to an undisclosed corporate flight department during a ceremony at Embraer's Executive Jets state-of-the-art Global Customer Center in Melbourne, Florida.

The Praetor 500 is the most disruptive and technologically advanced business jet in its class, delivering industry-leading range, speed and performance. It is the fastest and furthest-flying midsize jet, capable of true nonstop North America corner-to-corner flights, such as Miami to Seattle or Los Angeles to New York. The aircraft offers an impressive intercontinental range of 3,340 nautical miles (6,186 km) with four passengers and NBAA IFR Reserves.

"Delivering our 2,000th business jet is more than just a milestone number. It is a powerful reflection of the strength of our product portfolio, our unwavering commitment to our customers and the dedication of our employees who take pride in building every aircraft," said Michael Amalfitano, President & CEO of Embraer Executive Jets. "This milestone cements Embraer's position as a global leader in business aviation and serves as a testament to the popularity of our Praetor family of jets, especially among major corporate flight departments. Both the Praetor 500 and Praetor 600 have become aircraft of choice for their disruptive technology and unmatched performance, demonstrating the confidence these corporations place in Embraer."

In addition to highlighting company growth, the delivery underscores the Praetor 500 and Praetor 600's rising appeal among corporate flight departments, which value the family's distinct combination of capabilities. The aircraft offer technology typically found in larger jets, such as full fly-by-wire with active turbulence reduction, while delivering short runway performance comparable to smaller aircraft. Complemented by best-in-class range, both aircraft provide passengers with access to more destinations around the world, without compromise.

Embraer's executive aviation business has accumulated an average compound growth rate of 14 per cent since 2002, when the first executive jet model was delivered. In 2024 alone, nearly one in every three small and midsize cabin jets delivered was an Embraer Phenom or Praetor. BAI

India's DGCA Certifies ExecuJet MRO Services Middle East for Falcon 6X

ExecuJet MRO Services Middle East, a wholly owned subsidiary of Dassault Aviation, has received approval from India's Directorate General of Civil Aviation (DGCA) to perform heavy maintenance checks on Dassault Falcon 6X aircraft. This milestone coincides with the delivery of India's first Falcon 6X this year, with a second aircraft scheduled to arrive before the end of the year.

The Falcon 6X is a long-range, ultra-large cabin business jet gaining popularity in India for its spacious interior, short runway capabilities, and exceptional range. With a range of 5,500 nautical miles (10,186 km), it can fly non-stop from Mumbai to destinations across Europe, the Middle East, and Asia.

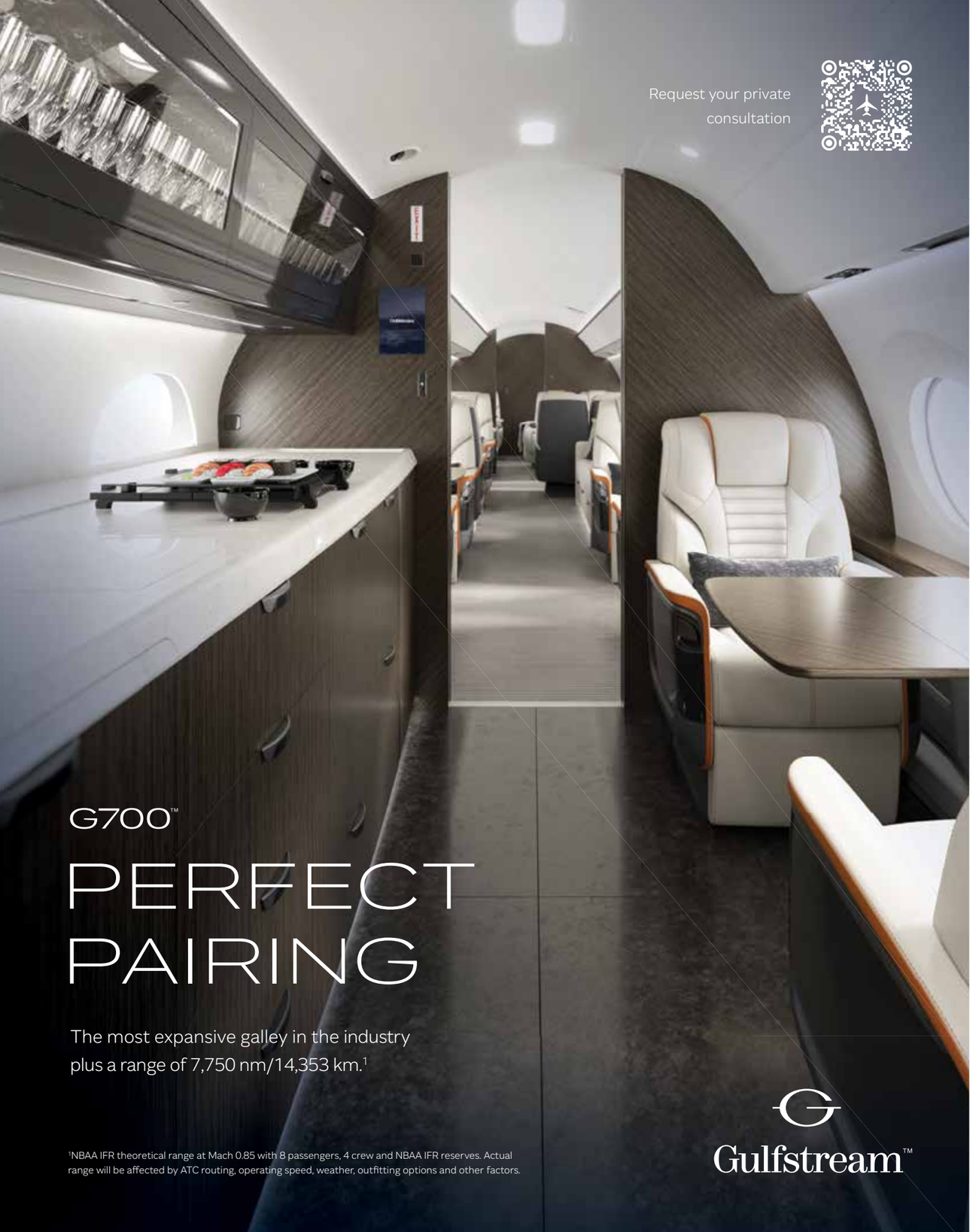
In addition to its new DGCA approval, ExecuJet MRO Services Middle East is already certified by the European Union Aviation Safety Agency (EASA) and the UAE's General Civil Aviation Authority (GCAA) to maintain the Falcon 6X. Approvals from the US Federal Aviation Administration (FAA) and Saudi Arabia's General Authority of Civil Aviation (GACA) are also in progress.

Under the DGCA approval, ExecuJet MRO Services Middle East is authorised to perform heavy maintenance on Indian-registered Falcon 6X aircraft, including 36-month checks, at its facility at Dubai's Al Maktoum International Airport.

In a further expansion of its capabilities, ExecuJet MRO Services Middle East has gained DGCA approval to conduct 3C heavy maintenance inspections on Indian-registered Falcon 2000/900 and 7/8X aircraft.

ExecuJet MRO Services Middle East operates a 15,500 m² state-of-the-art facility at Al Maktoum International Airport in Dubai. BAI

PHOTOGRAPHS: Embraer, ExecuJet MRO Services



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[1]NBAA IFR theoretical range at Mach 0.85 with 8 passengers, 4 crew and NBAA IFR reserves. Actual range will be affected by ATC routing, operating speed, weather, outfitting options and other factors.

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