
Jetstream
GLOBAL
AEROSPACE
ENABLING THE FUTURE OF FLIGHT

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Letter from the CEO

As we turn the page on our first 100 years, we are excited about what's next for Global Aerospace. The aviation industry is booming.

Order books are oversubscribed, industry safety continues to improve and innovation is broadening our horizons. Nonetheless, the industry faces challenges, including concerns around talent shortages, regulations, infrastructure and the path to net zero.

RACHEL BARRIE
Group Chief Executive

As we look to balance the industry's strengths with its potential challenges, our role in empowering the aviation industry remains critical to its future success. This is an exciting time to be part of the aviation sector, and we look forward to 2025 and beyond.

In this edition of Jetstream, we explore new technological developments within the aviation industry. Whilst Concorde retired over 25 years ago, the dream of supersonic and even hypersonic travel has not diminished. The desire to reach destinations faster has driven ongoing design innovations to turn this dream into reality. We continue to invest in products that offer financial security, enabling companies to innovate and push the boundaries of design.

Advanced Air Mobility (AAM) has made significant progress in feasibility. However, as the technology has developed, regulations have not kept pace. Coordinated regulation is paramount in integrating AAM with the traditional aviation sector. We explore the critical importance of international collaboration in establishing safety and security standards within a new regulatory framework.

Safety in the sky keeps improving, yet ground-based incidents continue to increase. Research suggests that 64% of worldwide aviation incidents are occurring on the ground. We examine why and explore ways to address this risk.

Back in the air, research from Prof. Paul Williams and Dr. Mark Prosser shows a dramatic increase in severe turbulence on major flight routes. This has been directly attributed to global warming. While technology will help mitigate the risk, the data suggests a bumpier ride ahead, with the seat belt sign remaining on for longer.

This edition also showcases the exceptional humanitarian work our charitable partner Airlink provides to communities in crisis. We are proud to continue our relationship with Airlink in 2025. Lastly, 2024 was a milestone in Global history, and we fondly remember our centennial celebrations alongside our rebrand.

Memories have been made, but our eyes are now set on the future and the next chapter of our story.

Advanced Air Mobility: The Critical Role of Global Collaboration

photo courtesy of Wisk

How Regulators and Industry Must Work Together to Create an AAM Pathway to Success

A symposium hosted by the International Civil Aviation Organization (ICAO) in September 2024 was the largest in the 80-year-old institution's history.

The 1,300 delegates from business and government across the globe who descended on Montreal were not there to talk about airline travel or any traditional mode of air transport but ways to promote global standards and unity to help accelerate the development of Advanced Air Mobility (AAM).

THE CLEAR CASE FOR STANDARDIZATION

At the top of everyone's agenda was determining how to accelerate coordinated regulation through global collaboration to enable this new market to flourish and grow.

photo courtesy of Beta Technologies

As ICAO Secretary General Juan Carlos Salazar stated, “We must prepare for Advanced Air Mobility’s convergence with traditional aviation, creating a globally harmonized framework that encompasses every aspect of these new technologies.”

Worldwide interest and investment have created the need for a synchronized approach to regulation.

With entirely new aircraft and air services in development, described by Boeing’s Future Mobility Engineering Director, Ramy Mourad, as “aviation chapter 3,” there exists the possibility of creating a new, ground-up regulatory framework with unilateral support.

Of course, there is a playbook for this. With a few outliers, existing regulations around the world follow a very similar framework, whether written by the European Union Aviation Safety Agency (EASA), the Federal Aviation Administration (FAA) or any of the other major aviation regulatory agencies. With regulators worldwide assessing the best way to address the nascent electric aviation market, the time to coordinate is now.

A cooperation milestone has already been achieved with the June 2024 coordinated publication of guidelines for AAM integration from the FAA and EASA. The FAA issued an advisory circular that creates the foundation for certification of powered lift vehicles, such as electric vertical take-off and landing (eVTOL) aircraft. EASA, meanwhile, updated its special condition for vertical take-off and landing aircraft rules, incorporating mutually agreed-upon requirements with the FAA covering safety-related factors.

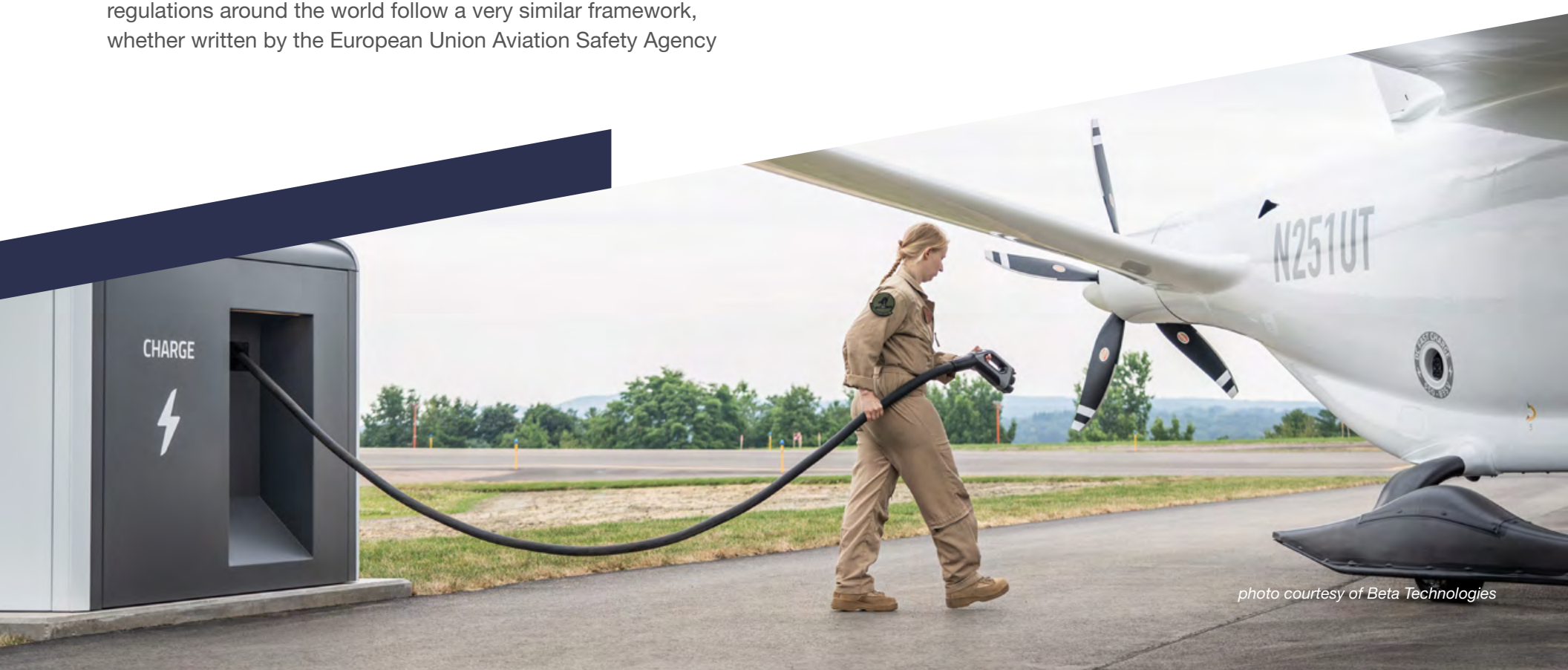


photo courtesy of Beta Technologies

INDUSTRY AND GOVERNMENTAL COLLABORATION

Roberto Honorato, Head of the Airworthiness Department at Brazil's National Civil Aviation Agency, highlighted the need for collaboration to include industry, underscoring the "importance of sharing information with the global community." He said, "I am not talking about proprietary technology the manufacturers own, but the regulatory models that the authorities are considering when they are regulating this new technology."

Archer Aviation's Head of Regulatory Affairs and ex-FAA administrator, Billy Nolen, added to the theme, proposing a "regulatory framework where the regulator is able to join us" on the journey to realizing the potential AAM holds.

A CLEAN SHEET APPROACH

Encompassing both manned and autonomous air transport, AAM will initially be local in nature (restricted by battery capacity). Featuring an array of new technologies and designs, the predominantly electric aircraft in question are closer to flying computers than traditional aircraft.

Aircraft certification to date has been within an existing ecosystem, driven in part by the evolutionary nature of aerospace development.

Many speakers at the ICAO symposium made the case that AAM is an entirely new sector that requires an innovative, holistic approach. As Michael Cervenka, Chief Commercial and Technology Officer at U.K.-based Vertical Aerospace Group Ltd, stated, there is "no playbook for how to do this."

photo courtesy of Joby

RISK-BASED REGULATION

A good example of a risk-based approach can be found in the regulation of small, unmanned aircraft in the last few years. The FAA and EASA have taken this approach to regulating drones, focusing on the operating environment rather than the aircraft or operator. By not relying on old preconceptions of what creates risk, the drone industry has flourished and grown at an astonishing pace.

Giuseppe Scannapieco, Acting Section Manager of the Drones Section at EASA, described their approach to regulating drones, stating that EASA "started out looking at the same criteria for regulation" as for standard aircraft but realized that "we should put at the center of our regulatory framework not the design of the aircraft but the intended operation of the aircraft."

This meant a "switch from a product-centric approach to an operation-centric approach." For eVTOL aircraft, EASA have "decided to take the same approach and link the operation with certification of the aircraft."

Another approach being adopted is learning by doing, also described as the "crawl, walk, run" approach. In the case of AAM, this most likely means starting with rural cargo operations and slowly working up to urban passenger flights.

photo courtesy of Archer Aviation

photo courtesy of Vertical Aerospace

A COMPREHENSIVE ECOSYSTEM

The clean sheet for AAM aircraft certification should extend to the infrastructure required to optimize Advanced and Urban Air Mobility (UAM).

Yousuf Hashim Al Azizi, Senior Director of Airworthiness from the United Arab Emirates General Civil Aviation Authority (GCAA), summed it up perfectly. He stated that the GCAA doesn't "only look at the eVTOL certification itself," but the project manages "the whole ecosystem, including infrastructure, the availability of the rules for the airspace and for the vertiport because, to us, it is very important that we make sure that all the streams move with the same pace forward."

He added that to "end up certifying the eVTOL" with "other key components of the ecosystem lagging behind, then it will be hard even for the eVTOL to be operated."

photo courtesy of Joby

SAFE INTEGRATION AT THE CORE

Underpinning all discussions on this topic are safety and security. Meeting the high safety standards passengers are accustomed to will require creating a body of regulation that is harmonious with existing rules for air transport while recognizing the significant differences AAM creates. AAM will only succeed if the safety case is made effectively.

That said, eVTOL aircraft and the services they intend to provide have several unique characteristics that deserve a fresh approach to regulation. The existing aviation framework and risk environment must be recognized and respected, especially as early flight operations will likely use existing infrastructure.

CALL TO ACTION

Advanced Air Mobility, in its many forms, stands at the precipice of becoming a global reality. Its considerable potential impact will not be realized without significant coordination in both developed and developing nations.

As ICAO Secretary General Juan Carlos Salazar summarized,

> “By prioritizing interoperability and harmonization, we can create solutions that transcend borders, allowing innovations in one state or region to benefit others around the world.”

Now, the hard work begins.

Beyond Mach 1: The Race for Supersonic and Hypersonic Flight

photo courtesy of Hermeus

The Speed Frontier: Exploring Supersonic and Hypersonic Innovations

Aviation is a continually evolving industry. However, the last significant increase in the speed of air travel for the typical consumer was in the 1960s, when propeller aircraft made way for jets.

London Claims Team at a recent visit to the Brooklands Museum, diving into aviation history and exploring the iconic Concorde.

FASTEN YOUR SEATBELT—THAT'S ABOUT TO CHANGE.

While the Concorde made supersonic travel possible, its limitations ultimately led to commercial service being suspended nearly 25 years ago, with all of the aircraft retired not long after. However, the appetite for supersonic travel didn't disappear. It simply went dormant as visionaries pondered how to make it more feasible, even as they watched the technology they would need for their programs advance by leaps and bounds.

BOOM SUPERSONIC: OPTIMIZED FOR SPEED, SAFETY AND SUSTAINABILITY

Today, several companies are exploring or pursuing the goal of safe and sustainable supersonic passenger travel. Chief among them is Boom Supersonic. The company's revolutionary Overture aircraft, with its groundbreaking Symphony engine, is rapidly (and quite impressively) clearing the countless technological hurdles necessary for supersonic flight.

Examples of the rapid progress being made are recent test flights of the company's XB-1 demonstrator aircraft over the Mojave Desert. Goals achieved include confirming functionality of the jet's landing gear, first-time activation of its digital stability augmentation system (roll damper), reaching a speed of Mach 0.69 and applying elevated g-forces of 2.78g to prepare for supersonic flight.

Boom Supersonic

- Mach 1.7
- 2x faster* over water
- 20% faster* over land
- 4,250 nautical mile max range
- 60K ft. cruising altitude
- 64-80 passenger capacity
- Up to 100% SAF compatible

*vs. conventional aircraft

photo courtesy of Boom

HERMEUS TARGETS HYPERSONIC TRAVEL

No matter how fast a vehicle travels, someone will inevitably inquire, “Can we make it go faster?” In aviation, one of the organizations asking (and answering) that question is Hermeus. The aerospace and defense technology company was founded “to radically accelerate air travel by delivering hypersonic aircraft.”

The term hypersonic denotes a speed that is at least five times faster than that of sound. Typically the domain of cruise missiles and space launches, hypersonic speeds will represent a sea change in any industry where they are leveraged.

“Hypersonic aircraft mark a transformative leap in aviation technology, with profound implications for both defense and commercial industries,” says Hermeus Co-Founder and CEO AJ Piplica.

“In defense, hypersonic capabilities deliver unmatched speed, altitude and maneuverability, creating a decisive asymmetric advantage to deter large-scale geopolitical conflicts. In the commercial sector, hypersonic transportation promises to give people back our most valuable resource—time.”

Hermeus broke ground on a hypersonic engine and flight test facility at Cecil Airport in Jacksonville, Florida, in September 2024. The site, named HEAT (High Enthalpy Air-Breathing Test Facility), will be the company’s largest and most advanced facility and serve as an integral part of the American flight test infrastructure, including for the U.S. Department of Defense.

The company’s Quarterhorse (flight vehicle), Darkhorse (uncrewed hypersonic warfighting aircraft) and Halcyon (passenger aircraft) programs will be making many headlines in the months and years to come.

photo courtesy of Hermeus

Hermeus

- Operationalizing hypersonic aircraft
- Working toward Mach 5 passenger jets
- Targeting New York to Paris in 90 minutes

STRATOLAUNCH: INNOVATIVE FLIGHT TEST PROGRAMS ENABLING HYPERSONIC TECHNOLOGY

Based in Mojave, CA, Stratolaunch began as an idea to provide flexible vertical space launch service back in 2011. The company's unique approach was to use the world's largest flying aircraft, Roc, as a means for enabling payloads into low Earth orbit. They have since pivoted to sub-orbital hypersonic flight test services, empowering its customers to reach Mach 5+ speeds in a routine and affordable manner with a reusable rocket-powered aircraft called Talon-A.

Roc's first flight took place in April 2019, and it has completed 20 flights as of November 2024. The company's coverage has grown to include an additional launch vehicle called the Spirit of Mojave, a Boeing 747-400. Global Aerospace has been proud to be the lead insurer of Stratolaunch's aviation insurance programs since the beginning.

"Global Aerospace, our broker Marsh and the aviation insurance community are valued partners in our operations. Despite flight testing being perceived as a risky business, we work cooperatively to ensure we are stringently meeting operational safety standards while also protecting our assets and overall financial health," says Dr. Zachary Krevor, Stratolaunch President and CEO.

photo courtesy of Stratolaunch

photo courtesy of Stratolaunch

The company completed its first powered flight of the Talon-A vehicle in March 2024, reaching high-supersonic speeds. It aims to reach full hypersonic speeds and achieve landing during its next test of the Talon-A at the end of 2024, and then recycle the vehicle to fly on a monthly cadence. Stratolaunch will add additional hypersonic Talon-A vehicles to its launch rotation, increasing its operational cadence and expanding its service to international locations in 2025.

Stratolaunch

- Accelerating access to the hypersonic environment
- Providing routine availability of air-launched test beds
- Capturing critical flight data to empower new designs
- Enabling extended time on condition

photo courtesy of United Airlines

UNITED AIRLINES THROTTLES UP

Aviation advances generally require two parties. The first is the company developing the technology. The second is an initial customer who places orders. That commitment provides multiple benefits, from bringing attention and credibility to the endeavor to helping fund the work. For Boom Supersonic, one such partner is United Airlines.

United's belief in the Overture program and its ability to change the face of commercial aviation will pay off when the company welcomes passengers aboard in just five years. Between now and then, Boom will be working diligently in collaboration with United to meet the company's high safety, functionality and sustainability standards.

United Airlines

- 15 aircraft in the initial order
- 35 additional aircraft optioned
- 2029 target for first passenger trips

SUPPORTING THE GAME-CHANGING ADVANCES IN SUPERSONIC AND HYPERSONIC FLIGHT

Like anyone interested in leading-edge aviation, we at Global Aerospace have watched in awe as Boom Supersonic, Hermeus, Stratolaunch and other companies have extended the boundaries of what is possible for aircraft. But we're more than passive spectators. We insure many companies in this field, providing the financial security they need to reach their goals.

Where will their innovations take the industry? That remains to be seen. But you can bet we'll get there *fast*.

photo courtesy of Stratolaunch

Navigating the Impact of Climate Change on Aviation

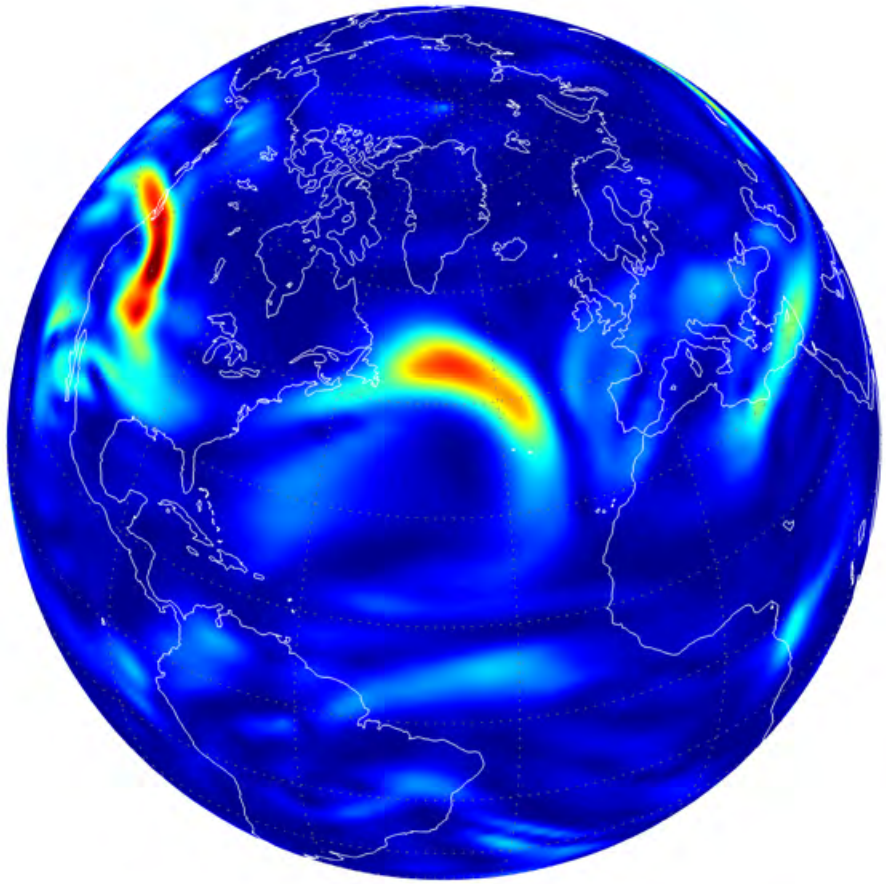
Climate Change, Severe Weather Events and Aviation

Nobody enjoys turbulence. Flight crews would prefer to avoid it, and passengers find it unnerving. Even seasoned travelers can become uneasy when a disturbance is particularly intense or prolonged.

Unfortunately, new research confirms that predictions that climate change will lead to increased turbulence are coming true. A recent study led by Professor Paul Williams and Dr. Mark Prosser of University of Reading (whose work informed this article) showed a significant increase in severe turbulence over major flight routes in the past four decades, a trend directly linked to the warming of our planet.

AN ESPECIALLY CONCERNING CONDITION: CLEAR-AIR TURBULENCE

Clear-air turbulence is a type of rough air that is particularly alarming to passengers and poses a significant injury risk. This invisible form is currently impossible to detect with onboard radar and difficult to forecast.



Supercomputer simulation of the future atmosphere when there's more CO2 in the air. The graphic shows patches of turbulence in red.

Unlike the turbulence caused by storms, clear-air turbulence is related to wind shear, which is the variation of wind speed and direction with altitude. These wind shear conditions are concentrated in jet streams, the fast-flowing air currents high in the atmosphere.

How is climate change contributing to more turbulence? “Essentially, global warming is creating larger temperature differences in the atmosphere,” says Williams, a professor of atmospheric science. “Those differences intensify wind shear in jet streams, leading to more frequent and intense clear-air turbulence.”

Wind shear has increased by 15% at cruising altitudes since satellites started observing it in 1979. Experts predict additional increases of 17% to 29% by 2100.

BRACING FOR A BUMPIER FUTURE

The turbulence trend paints a worrying picture for aviation stakeholders. Since 1979, severe clear-air turbulence has increased by 55% over the North Atlantic and 41% over the U.S.

Similar increases have been observed over Europe, the Middle East and the South Atlantic, and it seems conditions are only going to get worse. Projections suggest that turbulence strong enough to cause injury could double or even triple in frequency by the end of the century.

WHAT CAN BE DONE?

The aviation industry is working to understand and mitigate the risks. “Improved turbulence forecasting helps pilots navigate around rough air,” Williams says. “And ongoing research into new technologies might one day enable real-time detection of clear-air turbulence from the cockpit.”

But for now, the best advice for passengers is simple: Stay in your seat as much as possible, and keep your seatbelt fastened. This small action can make a big difference in the event of unexpected turbulence.

OTHER CHALLENGES OF FLYING IN A CHANGING CLIMATE

Climate change is affecting air travel beyond the increased frequency and intensity of turbulence. Anyone who flies frequently is likely to experience more flight delays, rerouting and other inconveniences due to severe weather flaring up along flight paths and near airports.

However, while air travel may be changing, it’s important to keep things in perspective. Severe turbulence causing injuries is still uncommon, and the aviation industry is continually evolving to improve safety and passenger comfort. By staying informed and taking simple precautions, we can all navigate the challenges of flying in a changing climate.

From the Hangar to the Tarmac: Rising Trends in Ground Incidents

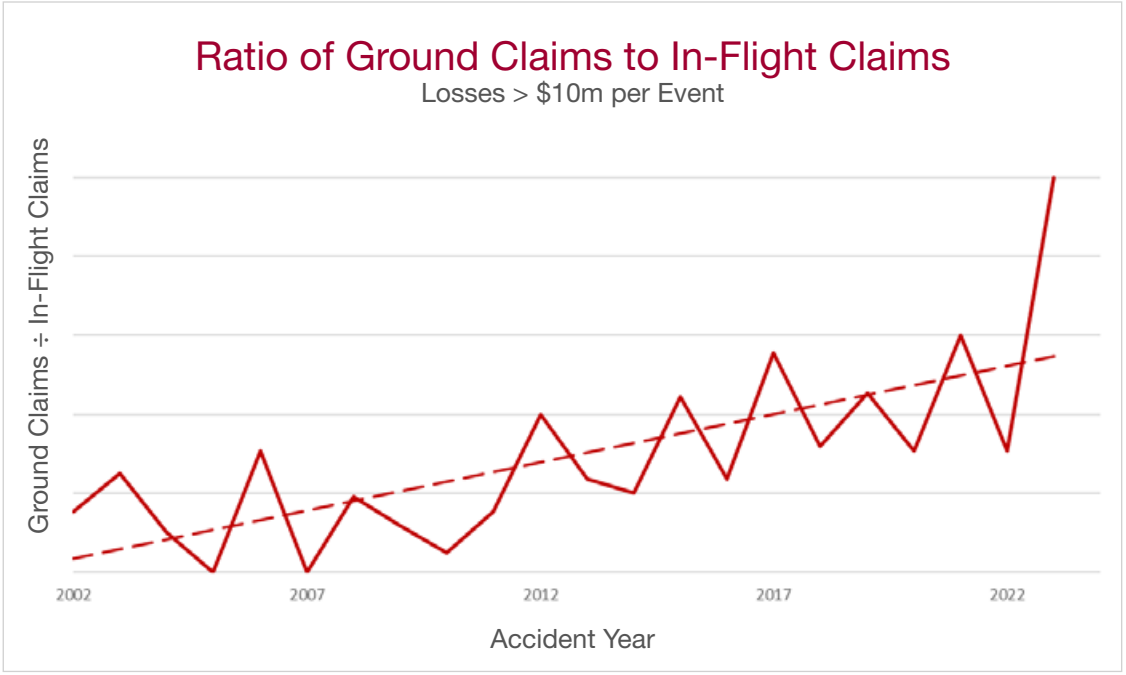
Aviation Risk: It's Not All in the Air

As an aviation insurance provider, Global Aerospace assumes risk from in-flight and ground-based events. Up until the tragic January 29, 2025 mid-air collision above Washington, D.C., the U.S. had not seen a mass fatality commercial airline accident in sixteen years, which is a testament to the industry's efforts to improve flight safety. However, in this article we want to highlight that a significant portion of losses occur before an airplane has left the ground and an increased focus on ground safety is needed.

The physical risks associated with ground operations can be significant and varied, ranging from aircraft collisions with other aircraft or vehicles to "hangar rash" that occurs during towing. And the data indicates ground-based incidents as a percentage of total events are increasing.

Looking at 2023, global loss-adjusting company McLarens estimates that 64% of worldwide aviation incidents (excluding light aircraft) occurred on the ground.

Our own internal analysis shows that ground claims are becoming more prevalent in the population of airline claims greater than USD10 million, as depicted by the following chart, which shows the change in the number of ground claims relative to the number of in-flight claims.



Note: "Ground" is the period of time before take-off whereas "In Flight" starts from take-off.

So, while flight safety continues to evolve favorably, ground-based losses can benefit from increased safety focus. This encompasses incidents involving large ground handlers, near misses or runway incursions in airport runway/taxi environments and hangar foam accidental discharge events.

WHY ARE GROUND INCIDENTS INCREASING?

Not dissimilar to other industries post-pandemic, aviation has been challenged by workforce shortages and a less experienced labor market. Climate change has resulted in an increased frequency of hail, lightning strikes, wind damage and flooding events—an effect seen in all transportation sectors. And while increased traveler volume is welcomed in a post-pandemic recovery environment, many airports have outdated infrastructures that are not suited for associated airport congestion.

The severity of claims payable by aviation insurers is further exacerbated by ongoing industry factors:

- Higher repair costs associated with composite materials
- Increased consequential losses, which accumulate while an aircraft is out of service for repairs for periods that can now stretch to years due to supply chain and labor shortages
- Increased expenses for renting temporary, substitute aircraft following a covered loss
- Hull deductibles that have been unchanged for decades, resulting in greater payout by insurers in the event of physical damage loss—despite an increase in aircraft and engine values due to new technology

In addition, ground risks are not immune to corrosive social inflation trends and nuclear verdicts.

SOLVING THE EMERGING ISSUE OF GROUND-BASED LOSSES

Given the rise in ground-based claims, many wonder if the regulatory landscape presents an opportunity to address the issue, if the aviation industry, independent of regulators, must take the initiative or if a combined effort will yield the best results. Either way, the International Civil Aviation Organization (ICAO) will likely play an important role.

ICAO is the coordinating body for international civil aviation. Currently, there are 193 members, including the U.S. ICAO's core function is to develop and support the implementation of global standards and recommended practices for international aviation. These include safety, security, air traffic management and environmental standards, among others.

ICAO Annex 19 promulgates Safety Management Standards (SMS) for member countries. However, compliance with these requirements is limited to the following aviation industry participants and specific “state” or country interest in adopting the ICAO recommendation:

- Approved Training Organizations
- Aircraft Operators
- Approved Maintenance Organizations
- Organizations for type, design or manufacture of aircraft
- Air traffic service providers
- Certified Aerodromes

Tremendous progress has been made in flight safety, but over time, as noted above, we have seen a gradual rise in ground-based incidents.

Those changes beg the question, “Has flight safety come at the expense of ground safety?” Undoubtedly, SMS regulations have positively influenced flight safety. So shouldn’t the rules apply to all stakeholders in the aviation ecosystem, notably those involved with ground operations?

Lou Sorrentino, CEO of Aviation & Marine Safety Solutions International (AvMaSSI) and longtime partner in Global's SM4 aviation safety program, shared that aerodrome/airports serve as a crucial data collection point for air operators, ground handlers and service providers to actively share local information on hazards and mitigation actions while enabling the maintenance of a dynamic risk registry of historical and emerging hazards.

This information, if shared amongst the airport's operational partners, would aid in the prevention of future ground incidents as operators/service providers would be more aware of local hazards and risks. Without these three "partners" working together, gaps within and amongst these safety systems are a potential reality.

As the saying goes, safety is like guerilla warfare. You may not be aware of what you just stepped over because nothing happened.

If these standards were created to harmonize aviation on a global scale so that travel can operate safely and effectively, we would encourage SMS requirements of the broader community, a point fully supported by Sorrentino. Is this the industry's opportunity to step up through regulations or adopt best practices in a self-policing way?

Now more than ever, airports and associated operators need to embrace best practices by implementing a comprehensive risk identification and assessment program inviting participants to actively share data and collaborate on comprehensive fixes.

We don't dismiss the fact that setting aviation safety standards involves a cost-benefit trade or that it's difficult to quantify how many lives would be saved with further safety investments.

The potential of a ground collision is just as real, given near misses on active runways widely reported in the press. Can we prevent this by setting higher aviation safety standards for ground operations?

Some industry insiders suggest the emergence of heightened sensitivity and best practices around ground risks is necessary, even if it's not codified in any regulations. The FAA recently expanded SMS requirements for a greater number of stakeholders. Perhaps ICAO will soon follow suit, as safety standards should be agnostic whether an aviation participant operates in the air or on the ground. The results of an accident occurring in either setting can be catastrophic.

Undoubtedly, ground handling losses and associated causes are significant issues. Global Aerospace recognizes through our data that ground challenges are not going away and are gradually worsening.

How can the aviation industry enforce best practices? Will it come together to solve the problem?

We should all recognize the benefits of acting proactively rather than reactively. Global Aerospace and our SM4 Partners have always promoted a proactive approach. As a leading aviation insurance provider, we stand ready to contribute our thoughts and influence to increase safety.

WHERE DO WE GO FROM HERE?

Both the data and common sense tell us that stakeholders must prioritize ground safety alongside flight safety. Incidents on the ground can have serious and expensive consequences, including injuries (or even fatalities), aircraft and equipment damage and operational delays.

Consequently, aviation safety efforts must evolve, as they always have, to address the current operational environment and emerging risks. By increasing the attention paid to ground-based incidents, everyone who works in or depends on the aviation industry benefits.

Delivering Hope: Airlink's Critical Aid in Global Disasters

Supporting Airlink's Disaster and Crisis Relief

It is a sobering reality that the threat of natural disasters and other events that precipitate humanitarian crises is a constant presence. It is also true that as the world's population grows, so does the potential scale and human impact of these events.

Airlink is a global humanitarian organization that is among the first on the scene in devastated communities when disaster strikes. The airlift and logistical solutions they provide are essential in helping people simply survive initially and then stabilize their situations so they can start moving toward recovery.

IT ISN'T AID IF YOU CAN'T GET IT THERE

Delivering aid to communities in crisis has never been more challenging or essential, with 300 million people worldwide requiring humanitarian assistance. In 2024, Airlink responded to over 40 individual emergencies, with more than half of its cargo shipments focused on critical healthcare needs, including pharmaceuticals, medical supplies and equipment.

These efforts are particularly vital for communities enduring prolonged humanitarian crises, such as those in Sudan and Haiti.

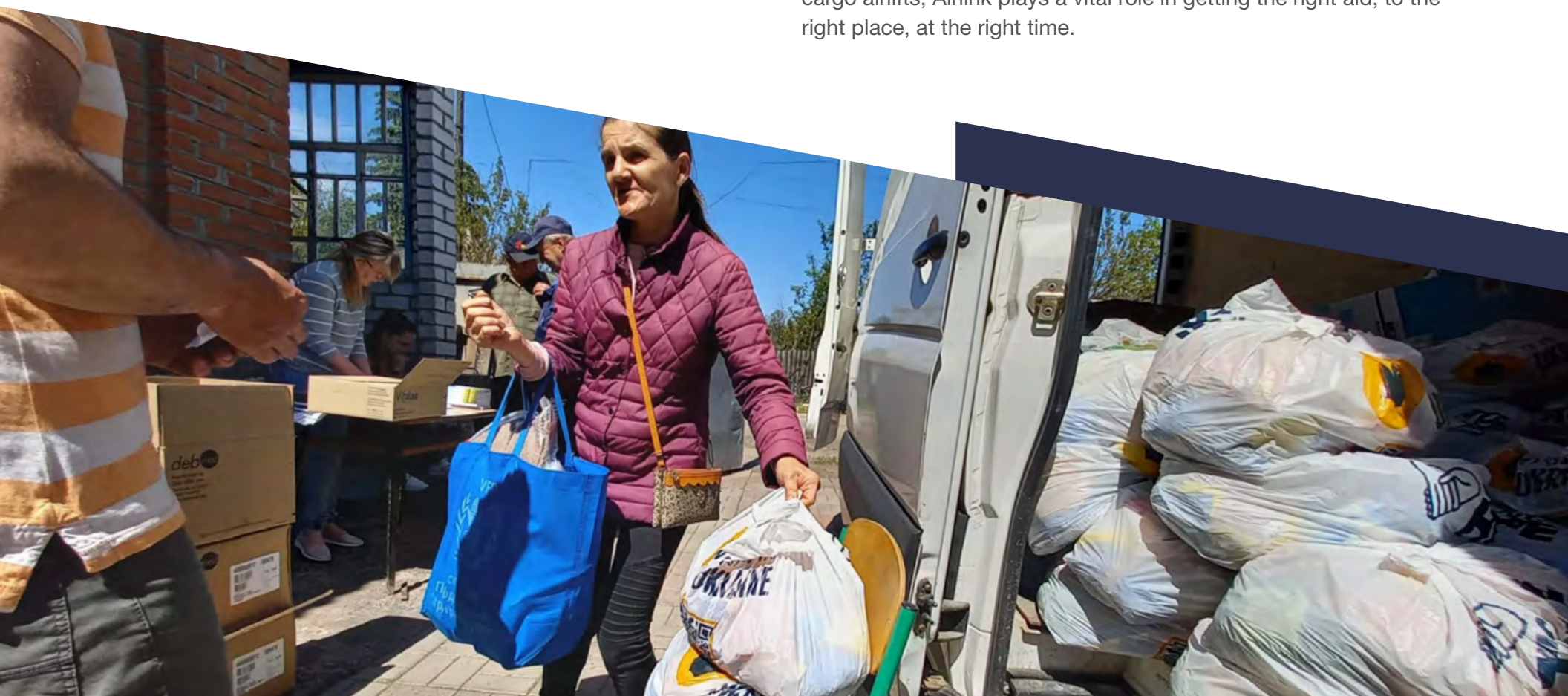
“During another challenging year for humanitarian needs, Airlink is incredibly thankful for the support of Global Aerospace as a sponsor.”

“Their ongoing commitment means so much to us, ensuring that we are prepared to respond to events like last summer’s back-to-back hurricanes, Helene and Milton. It makes all the difference to rely on the resources their support provides to help communities in need and our NGO network at a moment’s notice,” says Steven J. Smith, President & CEO of Airlink.

AIRLINK PROVIDES SEVERAL SERVICES, INCLUDING:

- Rapid response to events like earthquakes, floods, hurricanes and fires
- Medium and long-term recovery assistance focused on community infrastructure
- Health systems strengthening that supports the ability of local health systems to respond to pandemics or rapid-onset events
- Assisting programs that aid displaced migrant populations
- Food insecurity and WASH (water, sanitation and hygiene) programs that support access to adequate nutrition and clean water

Whether it’s emergency response coordination, passenger flights or cargo airlifts, Airlink plays a vital role in getting the right aid, to the right place, at the right time.



AIRLINK'S 2024 IMPACT

1,861
RELIEF RESPONDERS TRANSPORTED

$8 Million
IN SAVINGS TO RELIEF ORGANIZATIONS

4+ Million
PEOPLE HELPED

99
ORGANIZATIONS ASSISTED

800+ Tons
OF HUMANITARIAN AID DELIVERED

Airlink is a global humanitarian organization delivering critical aid to communities in crisis by providing free airlift and logistical solutions to vetted nonprofit partners, changing the way the humanitarian community responds to disasters around the world.

SUPPORTING AIRLINK'S CRITICAL MISSION

Since 50%–70% of crisis response costs are tied to transportation and logistics, financial assistance from the aviation community is essential. It bridges significant gaps in disaster and humanitarian response, helping ensure that lifesaving aid reaches those who need it most.

Global Aerospace is proud to support this remarkable organization and its goal of delivering help and hope to people in desperate need of both. We partnered with Airlink in 2024 as a Bronze-level sponsor and plan to continue that support in 2025.

“Global Aerospace believes in supporting organizations that are creating positive change for the greater good,” says Global Aerospace Group Chief Executive Rachel Barrie. “Airlink does precisely that, and we see in their worldwide reach a reflection of our focus on making a global impact.”

In addition to our financial contributions, we intend to continue spreading the word about all the organization does to alleviate suffering. Airlink serves as a shining example of how aviation professionals can positively impact communities worldwide.

If you are unfamiliar with Airlink, we encourage you to learn about their services, from enabling rapid response in crisis zones to programs that strengthen health systems and address food insecurity.

All photos courtesy of Airlink

Revitalized, Rebranded and Ready for 2025

Global at 100: A Milestone of Dedication and Collaboration

When dawn made its way around the planet on January 1, 2024, Global Aerospace team members worldwide woke to the first day of a very exciting and eventful year. Two noteworthy items were on the agenda for the months ahead—one truly remarkable milestone and one marketing initiative that tied in perfectly with it.

CELEBRATING A CENTURY

Our company had the honor of celebrating a landmark that few businesses are fortunate enough to reach: our 100th anniversary. And celebrate we did! We marked our centennial in many ways at our locations worldwide, including celebrations in the U.K. and U.S. While these events centered around a number, what we were really celebrating was people. Chief among them were our broker partners, industry colleagues and long-standing clients.

“Global Aerospace has proven itself to be a dedicated provider of service and protection to clients who place so much confidence and trust in Global to deliver on its promises year after year,” said Ajit Jain, Vice Chairman of Insurance Operations – Berkshire Hathaway. “Please accept my thanks for all your efforts on our behalf and on behalf of all the stakeholders and my best wishes for your continued high-flying success.”


GLOBAL
AEROSPACE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GLOBAL
AEROSPACE

Our relationships with industry stakeholders have been (and will continue to be) paramount to our success. We value the trust they have placed in Global Aerospace and the productive collaborations we enjoy with them.

“We are so proud to be part of the Global family. Your excellence over such a long time in the aerospace market is overwhelming,” said Thomas Blunck, CEO of the Reinsurance Group, Munich Re.

“On behalf of Munich Re and myself, I want to congratulate you on this amazing centennial and the last 100 years of such a track record. What a great history and what a great foundation for a bright future.”

The glasses raised, toasts made and hugs exchanged also recognized the commitment to excellence our employees, past and present, have demonstrated across 10 decades. No company survives for a century without people who care about the work they do and the stakeholders they serve. Similarly, no business thrives without outstanding clients and business partners.

So, to the exceptional people within our organization, thank you again for all you do. And to those who rely on and work with us, we’re grateful for our relationships with you.

LOOKING THE PART

As we celebrated our centennial, we also renewed our commitment to leadership in protecting and supporting the aviation and aerospace industries. In doing so, it seemed fitting to update our logo and other branding and enhance our website, which we did to very positive reviews.

"Looking to the future, our continued investment in people and technological advancements remain paramount in meeting the changing needs of our clients. Our customers can focus on the 'what's next,' safe in the knowledge that our innovative risk solutions will continue to enable the future of flight."

–Rachel Barrie, Group Chief Executive

"As we celebrate this remarkable milestone, we are more excited than ever about the future of Global Aerospace and its unique place in the aviation and aerospace industry. We remain committed to providing products and services that deliver exceptional value, meeting our customers' evolving needs and taking risk so our customers can continue to innovate and grow."

–Jeffrey Bruno, President, Global Aerospace, Inc. & Group Chief Underwriting Officer

While the months ahead won't have the celebrations and branding initiatives of 2024, they will undoubtedly feature outstanding work by our team, steadfast support of our clients and productive interactions with our industry partners. We're excited to make 2025 another banner year!

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