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NEWS RELEASE

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Stavatti Submits SM-940K Tanker in Response to USAF NGAS RFI

On 24 October 2025 Stavatti Aerospace submitted a response to the USAF Next Generation Air-Refueling System (NGAS) Airframe Request For Information (RFI). The response to the RFI consisted of the NGAS Airframe RFI Workbook as well as a 15 page White Paper. Confirmation of the receipt of Stavatti's RFI response was issued by the Contracting Branch Chief, Future Tankers at 11:37 AM Pacific Time on 24 October 2025.

Stavatti introduced the SM-940K as our primary NGAS solution. The SM-940K is a clean-sheet-of-paper new design Aerial Refueling Tanker and transport aircraft conceived and engineered by Stavatti Aerospace Ltd. The SM-940K is a twin engine, wide-body tanker featuring a streamlined high fineness ratio fuselage, M-wings and a forward swept horizontal stabilizer. Sharing a similar configuration to the Stavatti SM-920 commercial airliner, the SM-940K is a member of the SM-940 series of aircraft.

A 400 passenger widebody, the SM-940 is a next generation transcontinental commercial airliner now being designed by Stavatti as an alternative to the Airbus A350, Boeing 777 and Boeing 787. With a wingspan of 212 feet and 3,780 sq ft of wing area the SM-940 will have a maximum gross takeoff weight of 620,000 lbs.

As an Aerial Refueling Tanker, the SM-940K will have a maximum gross takeoff weight of 615,000 lbs and will carry up to 350,000 lbs of fuel including a maximum transfer fuel load of 300,000 lbs. Equipped with an aft center line fuselage retractable flying refueling boom and twin Wing Aerial Refueling Pods (WARPs), the SM-940K will be able to refuel three aircraft simultaneously through boom and/or probe-and-drogue.

With a flight crew of two and seating for up to 18 additional aircrew members, the SM-940K will be an optionally piloted aircraft designed to complete the full mission spectrum autonomously. Equipped with a comprehensive electronic warfare suite with active countermeasures including directed energy weapons for self defense against missile and drone threats, the SM-940K will feature foam metal sandwich construction enhanced for ionizing radiation protection.

Powered by two nacelle embedded General Electric GE9X or Rolls Royce Trent XWB-97 high bypass ratio turbofans, the SM-940 nacelle incorporates two dimensional thrust vectoring nozzles with thrust reversing. With a maximum level speed of 0.96 Mach and a range of over 8,300 nm the SM-940K will offer lower operating costs than either the KC-135, the KC-46A or the A330 MRTT.

Addressing a potential need to replace 375 KC-135s on a one-for-one basis, Stavatti projects a total global market for 500 SM-940Ks. If selected by the USAF as the NGAS solution, the SM-940K will be produced at a Stavatti aircraft manufacturing plant in the USA. The SM-940K will be manufactured in full compliance with the Buy America Act being 100% "Made in the USA." The first SM-940K prototype air vehicle may be produced at a new build large aircraft development hangar located at our 9400 Porter Road, Niagara Falls, New York facility. Initial production EMD aircraft as well as Low Rate Initial Production (LRIP) aircraft may also be produced at our 9400 Porter Road facility. Stavatti has released a site selection Request for Information to identify potential locations at which to establish a new-build production facility to support the Full Rate Production of both the SM-920 and SM-940.

Stavatti Aerospace Ltd. is an innovative aerospace defense enterprise focused on the design, development, and production of next generation aerospace vehicles. Stavatti Aerospace Ltd is a privately held American Corporation with a CAGE Code of 8GT89.

Media Contacts

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