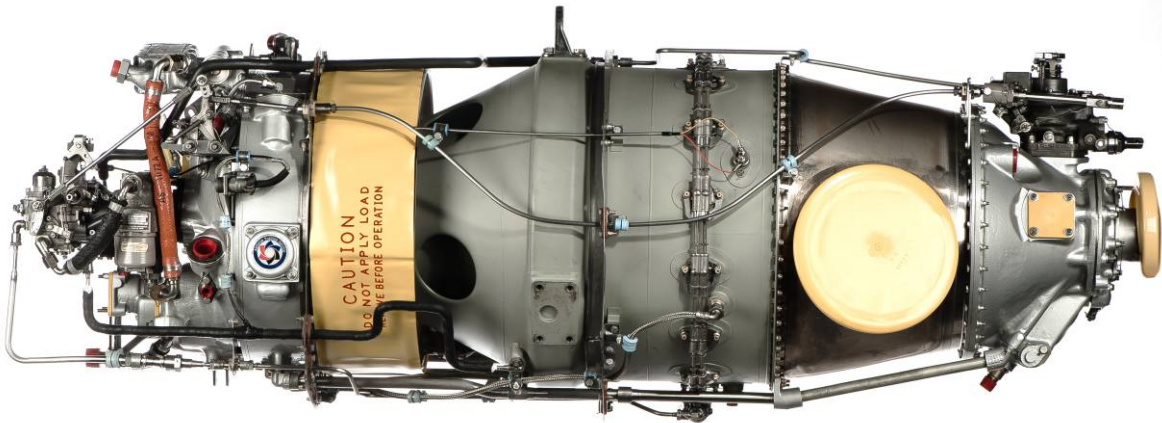




Airforce Turbine Service



ABOUT US

Airforce Turbine Service (ATS) is an independent US based MRO provider for all series of the Pratt & Whitney Canada PT6A. ATS holds FAA, EASA and numerous independent country certifications with field support centers in APAC, Africa and Latin America.

SERVICES

MRO: ATS provides comprehensive MRO support for all models of the PT6A. From fuel nozzle support to complete overhaul and all maintenance and repair capabilities in between, ATS is a one-stop source for unique and cost effective care of your engine.

Taking the time to get to know our customers, their operation, and the environment in which they run their aircraft are the keys to providing repair, overhaul, and modification services designed to keep operating costs down and planes safely in the air.

Our existing customers know our level of dedication, which is why we have one of the highest repeat business ratios in the industry.

Parts: ATS maintains an extensive inventory of PW100 & PT6A engine parts and accessories. Our inventory consists of OEM new, overhauled, serviceable and PMA alternatives. Our shipping contracts allow for all types of domestic and international delivery including next day service.

ATS OVH Tags carry a 100% Guarantee.

ATS is a competitive Buyer of serviceable and core engines. Contact us if you have an engine you want us to evaluate for purchase.

Engine Sales & Leasing: ATS is an active leader in the purchase, sale, and exchange of PT6A engines worldwide. We maintain one of the largest replacement engine inventories in the industry and have the capability to quickly and fairly evaluate your core or mid-time PT6 engine for exchange credit or outright purchase.

We offer domestic and international short to long term financing solutions and leases to qualified companies.



**INDEPENDENT.
RESOURCEFUL.
GLOBAL.**

www.PT6A.aero

INDEPENDENT BY DESIGN.

INDEPENDENTLY OWNED, OPERATED AND FOCUSED.



Experienced:

With 45 years of experience as a certified repair station, ATS is one of the most established independent PT6A MRO providers in the world. We're not part of a private equity firm's portfolio of unrelated companies, or an inadequately funded and inexperienced start-up, or a public company more focused on pleasing shareholders.

Certified:

ATS maintains FAA, EASA and numerous country specific CAA & DGC certifications. We are certified to do work in over 50 countries worldwide with a qualified, licensed and certified technical staff.

Integrity:

We don't offer smart sounding bait and switch programs, just straight forward and transparent service that has earned us one of the highest repeat business ratios in the industry.

Solution Driven:

ATS maintains a dynamic list of programs based on feedback we receive from our customers. Because we're not controlled by the OEM, we have the flexibility to provide you with options and solutions that are customer focused and economical. We focus on maintaining relationships (not on ballooning invoices).

Responsive:

Established field office and logistical support facilities across the globe provide regional service and spare part / loaner engine availability to minimize customer downtime and provide timely field support.

Principled:

We offer a reliable and fair warranty policy that lacks small print, footnotes and unreasonable exclusions. We stand behind our work and pride ourselves on being a resource (vs. a vendor) for our customers.

NOT YOUR TYPICAL ENGINE SHOP.



Financing



Standby Parts & Engines



Engine Leasing



Design Build



Fleet Customer Training



Fixed Price Exchange



Engine Loan



Engine Pre-Purchase Lock







Fixed Cost MRO

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CASE STUDIES

WE ARE A SOLUTION DRIVEN COMPANY

BELL GEOSPACE AVIATION		(UK / US)
Region: Global 	Customer Profile: Customer Since 2016 	Key Market Served: Aerial Survey / Radar
Challenge: <p>Bell Geospace Aviation's specialized ground penetrating survey operations require specialized converted DC3 aircraft (Basler 67T) that are equipped with PT6A-67R engines. Several of their engines were approaching TBO, but their survey commitments did not allow for operational downtime.</p>	Solution: <p>ATS procured a PT6A-67R core that it overhauled (100% ATS expense) and then loaned that engine to Bell Geospace (at 50% of the market lease rate) to use as a loaner during their upcoming overhauls. Something that the multiple DOF's Bell Geospace had used in the past were unable or unwilling to do for their customer.</p>	Results: <p>This allowed Bell Geospace to continue their subsurface survey contract commitments using its Basler 67T aircraft. As a result of ATS' commitment, they have been able to reduce their cost of overhauls while effectively eliminating their operational downtime.</p>

COASTAL TRAVELS		(TANZANIA)
Region: Africa 	Customer Profile: Customer Since 2018 	Key Market Served: Tourism
Challenge: <p>Coastal Travels operates a large fleet of PT6A powered Cessna Caravans on extended TBO. They were told that if they wanted to maintain their TBO extension, they would be required to use the OEM or a DOF for their engine MRO work. A classic case of "gotcha". Their engine overhaul costs continued to rise, coupled with service and support moving in the opposite direction. When we first visited with Coastal, they were facing five engine overhauls coming due within six months, and the hostage situation they found themselves in was about to get painful.</p>	Solution: <p>ATS worked directly with the local Civil Aviation Authority and demonstrated our ability to meet or exceed the quality standards of the OEM/DOF. The CAA agreed that ATS could support the Coastal fleet without jeopardizing their TBO extension. Also, we worked with Coastal to provide them with payment terms, a loaner engine and on-sight technical support and training.</p>	Results: <p>Coastal realized a raw cost savings of approximately \$500,000 USD by using ATS, and the loaner engine we provided them limited their operational downtime during the overhaul of their engines. Their technicians received on-sight, hands-on trainings over the course of the year (more than they had ever been provided in the past), which raised the skills and confidence of their line mechanics while improving communication between their pilots and technicians.</p>

ARM AVIACIÓN S.A.

(GUATEMALA)

Region:

Central America



Customer Profile:

Customer Since 2014



Key Market Served:

Scheduled Cargo Carrier/Charter

Challenge:

ARM is an established regional operator supporting time sensitive passenger, mining, oil exploration and cargo operations. The downtime associated with their HSI and scheduled maintenance events was impacting their ability to honor their contract commitments given that their previous MRO provider was unable (and unwilling) to accelerate MRO turn times and / or provide alternative solutions to address the problem.

Solution:

ATS designed a program to support ARM by supplying them with a customized on-hand HSI kit, and then trained their technicians to perform in-house HSI inspections vs. relying on an outside vendor for that service. Additionally, ATS developed an exchange engine program with ARM that also included a financing provision at a 60% lower interest rate vs. standard commercial lending in the region.

Results:

ARM was able to effectively eliminate their operation downtime associated with scheduled MRO events, while gaining control and efficiency by performing their own hot section inspections. Enabling our customers to be successful (in this case at our expense) is part of the ATS "partner vs. vendor" approach to business that separates us from the competition.

THUNDER AIRLINES

(CANADA)

Region:

Canada



Customer Profile:

Customer Since 2013



Key Market Served:

Commercial / Corporate

Challenge:

Thunder Airlines was stuck in a bad cycle of facing the "rising cost of diminishing service". Their MRO provider was aggressively raising prices, and every repair estimate they received seemed to always be followed by a considerably higher invoice. To complicate matters, Thunder Airlines is a seasonal peak operator making it difficult for them to absorb maintenance events and downtime in the absence of operational revenue.

Solution:

ATS eliminated their operational downtime by providing them with loaner engines, and was able to negotiate a fleet discount pricing program and structured payment terms to accommodate for their seasonality.

Results:

ATS provided Thunder Airlines with a more flexible solution. As a result, Thunder Airlines saw an elimination of downtime and was able to schedule MRO activity outside of its peak season without working capital challenges or fear of the notorious "bait and switch".

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