

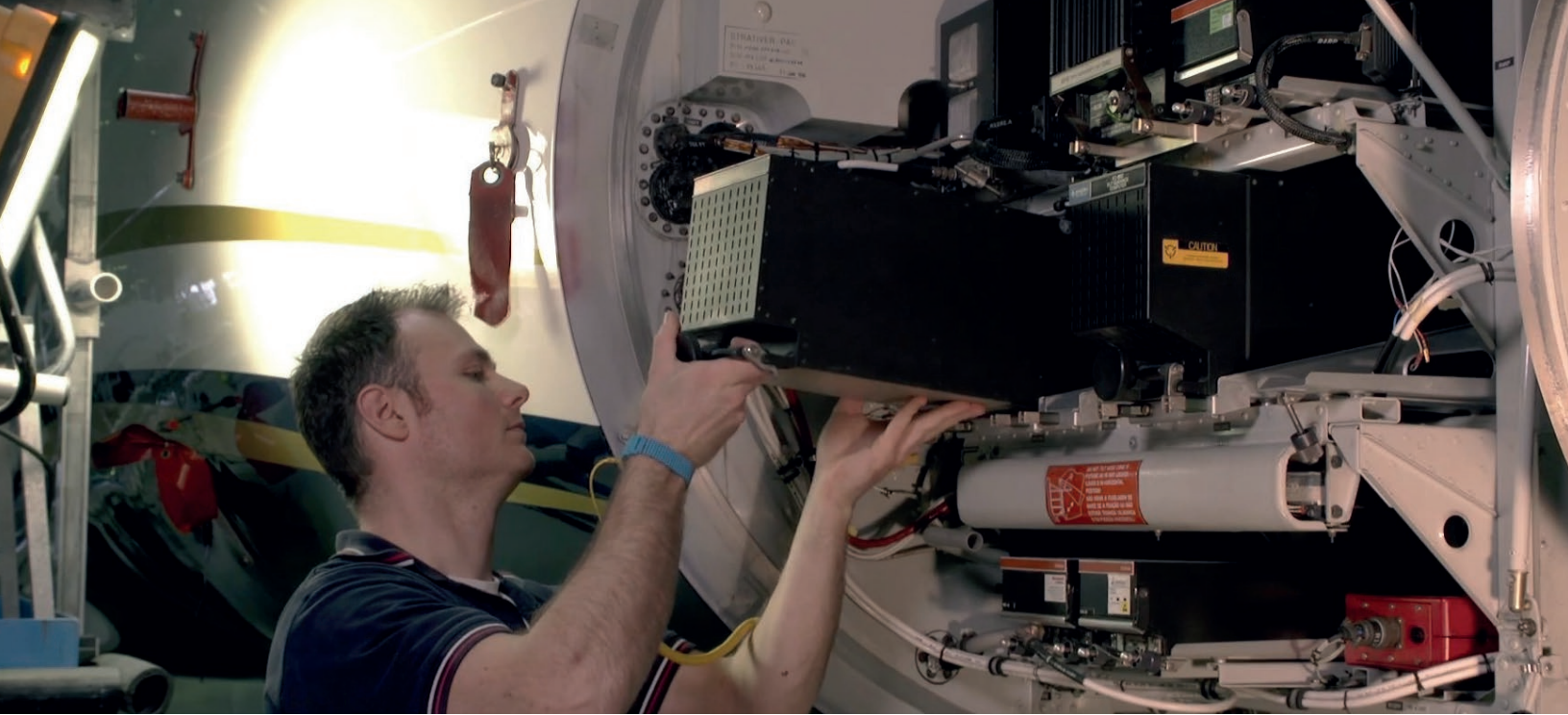
EXXAERO BEATS ADS-B OUT UPGRADE GROUNDING AND COST FEARS

Honeywell partner predicts MRO slots to become scarce and prices to rise as EASA mandate nears

“ADS-B Out is already necessary in some areas of the world and we need to be able to fly there as we do not want to disappoint any of our customers. Also, towards the deadline, prices will be increased by manufacturers and maintenance facilities and so it's a good decision to start early and be ready.”

Pieter Boeter, director of maintenance, EXXAERO





Overview

By 2020, all aircraft operating in Europe and the USA will be required to transmit ADS-B positioning information in compliance with DO-260B transponder standards. Failure to do so could result in aircraft being grounded or operations significantly disrupted. Dutch business jet operator and management company EXXAERO selected Honeywell partner JetSupport to upgrade its aircraft ahead of the June 2020 EASA ADS-B Out mandate. In doing so, the company has avoided the risk of product availability and service center capacity issues preventing compliance ahead of the FAA and EASA deadlines.

Quick Facts

Honeywell Solution

- ADS-B Out

Customer Results

- ADS-B Out upgrade ensures the aircraft can operate beyond 2020
- Completion of the upgrade has removed the risk of price increases, as well as product availability and service center capacity issues
- Aircraft value has been increased
- Availability of the aircraft to operate to places where ADS-B is already mandated

Why EXXAERO chose Honeywell

- Falcon 900B required ADS-B Out upgrade before EASA mandate in June 2020
- Some destinations EXXAERO flies to already require ADS-B Out
- JetSupport was able to complete the upgrade in eight working days

Customer

- Name: EXXAERO
- Location: Eindhoven, the Netherlands
- Industry: Private jet charter and aircraft management
- Website: www.exxaero.com

Background:

Based in Eindhoven in the Netherlands, EXXAERO provides a broad range of private jet services including aircraft charter and management.

Within the aircraft management side of the business, EXXAERO takes care of five business jets – four Falcon 900s and a Cessna Citation Sovereign – which need to be flight-ready to operate anywhere in the world.

Several of the aircraft owners also choose to reduce the cost of their investment by chartering the planes to business and private clients who demand a personal, safe and reliable service.

Part of the day-to-day challenge faced by EXXAERO is identifying the ultimate time to upgrade the aircraft, taking into consideration costs, aircraft downtime and any forthcoming mandates from regulators.

One such mandate is Automatic Dependent Surveillance-Broadcast Out (ADS-B Out) technology. It is being mandated in many parts of the world and will affect aircraft flying in Europe from June 2020.

ADS-B Out enables an aircraft to use precise GPS data to accurately pinpoint its position in real time and to broadcast this data – along with its identification, altitude and velocity – to surrounding aircraft and air traffic control (ATC).

The information is broadcast every second and can be received by ATC ground stations as a supplement to secondary radar. Aircraft that are equipped with ADS-B In can also receive the data to provide improved situational awareness.

The upcoming EASA ADS-B Out mandate dictates that aircraft are equipped with a DO-260B Mode S transponder featuring Extended Squitter and operating on 1090MHz.

Pieter Boeter is EXXAERO's director of maintenance. "The EASA deadline for ADS-B Out is June 2020 and we need to be ready in time," he said.

"There are so many aircraft in the world that need to be upgraded to ADS-B Out that it's very possible that there will be insufficient capacity at the maintenance facilities nearer to the deadline.

"If we waited until the deadline to perform the upgrade and there was no maintenance facility available then this would leave our airplane on the ground and this would potentially lose revenue for the owners and the company. It's better to be in time and to be ready."

Solution:

JetSupport is an Amsterdam-based Part-145 certified maintenance, repair and overhaul (MRO) company for business aviation and special purpose aircraft.

The company was founded in 2001 and provides services for more than 18 different aircraft types including the Cessna Citation series, Dassault Falcon 50, 900, 2000 and 7X series and special mission aircraft such as the Beech King Air and Dornier 228s.

JetSupport's services include line maintenance, avionics repair, retrofit and overhaul, aircraft on ground (AOG) support, interior and exterior aircraft cleaning, wheel assembly inspections and repairs. More than five years ago JetSupport became a Honeywell channel partner.

"Being a Honeywell partner gives us the ability to deliver the best solutions to our customers," said Reinier Feith, technical sales, JetSupport. "We can provide the best avionics and also provide engine services where needed.

"We serve so many aircraft and so the relationship with Honeywell means that we can always obtain in-depth knowledge and support and so can serve our customers with the best advice and possible solutions for their aircraft.



"For example, if we have an issue on an avionics installation we can dial Honeywell and ask for assistance. The company will always give us the best advice on how to move forward. This is essential to us because we serve so many different aircraft types with a lot of Honeywell products incorporated."

EXXAERO recently selected JetSupport to complete the ADS-B Out upgrade on one of its Falcon 900s.

"One of the reasons we chose JetSupport to perform our ADS-B Out upgrade is that they guaranteed us less than two weeks downtime. It's an eight working days turnaround time and so this reduces the impact on our operation and we have high aircraft availability," said Boeter.

"JetSupport takes all the workload away from you, gets everything arranged with Honeywell and puts all the priorities in place."

Lesly Kuulkers, an engineer at JetSupport, says that it was the perfect time for the aircraft's ADS-B Out upgrade.

"The aircraft was already due for regular maintenance," he said.

"The ADS-B upgrade is not just one thing. This particular aircraft, a Falcon 900B, had to have three upgrades in order to meet the compliance. These involved an upgrade to the GPS, a modification to the IRS input and upgrades to the transponders, including routing new wires."



Benefits:

JetSupport says that aircraft owners and operators need to be urgently planning ADS-B Out upgrades.

"It's becoming critical now," said Feith. "2020 is fast approaching and there are minimal slots available for MROs to do the job. It's also likely that the costs will increase."

For owners looking to sell their aircraft before the mandate is introduced there are also benefits of completing the upgrades.

"When you perform the ADS-B Out upgrade it's increasing the value of the aircraft," added Feith. "It's ready for the future, it's creating more availability of the aircraft so it can fly to more specific areas where ADS-B Out is already mandated. It's likely to sell better because it's compliant for the future."

EXXAERO agrees with JetSupport. "ADS-B Out is already necessary in some areas of the world and we need to be able to fly there as we do not want to disappoint any of our customers," said Boeter.

"Also, towards the deadline, prices will be increased by manufacturers and maintenance facilities and so it's a good decision to start early and be ready."

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