

Serbian Aerospace Industry



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01 Aviation Strategy of the Republic of Serbia

Serbia has a long and rich history of designing and building commercial and military aircraft and aircraft components. Serbian made aircraft and aircraft components are present in all major markets, and Serbian aerospace professionals are highly sought after by world's leading aerospace companies.

Main strategic objectives for the Serbian aviation industry are:

- Regional leadership in air transport through a strategic partnership between Air Serbia and Etihad;
- Expansion of the MRO capability, including both commercial and business jet markets, in line with EASA/FAA Part 145 requirements;
- Return to the aircraft component manufacturing market at the levels present in 1990, in line with EASA/FAA Part 21 requirements (POA);
- Growth of the aircraft development capability, concentrating on aircraft structure, electrical and hydraulic systems and avionics software and hardware in line with EASA/FAA Part 21 requirements (DOA);
- Modern and market-leading air navigation services provision through the national provider SMATSA;
- Full membership in EASA;
- Modernization of the educational programs and facilities (K12 to university level);
- Return of Serbia's top aerospace professionals from abroad;
- Employment of 4,000 additional workers over the next 5 years.

Strategies and tactics for fulfilling the above-mentioned strategic objectives are firmly based on Serbia's competitive advantages:

- World class aviation workforce;
- History and reputation in the aviation industry;
- Close relations with countries anticipated to have the highest growth in aviation over the coming decades;
- Competitive operational and overhead costs;
- Optimal geographic location.

Serbia has a long and rich history of designing and building commercial and military aircraft and aircraft components.



02 Overview of Serbia



Official Name	Republic of Serbia
Form of State	Democratic Republic
Political Structure	President Assembly with 250 representatives
Area	88,407 km ²
Population	7.12 million (excl. Kosovo)
Geographic Position	South East Europe, central part of the Balkan Peninsul, at the intersection of Pan European Corridors No10 and No7
Climate	Temperate continental, with monthly average temperatures ranging between 0.7°C in January and 27.5°C in July
Official Language	Serbian
Main Religions	Christian Orthodox
Other Religions	Roman Catholic, Islamic, Jewish, Protestant
Major Cities	Belgrade: 1,576,000 Novi Sad: 298,000 Nis: 250,000
Currency	Dinar (RSD)
GDP (2014)	€ 33,059 million
GDP pc (2014)	€ 4,626
Time Zone	Central European Time (GMT + 01:00)
Internet Domain	.rs

Serbia is located in the heart of the Balkan Peninsula, on the way from Europe to Asia, at the point where Pan European corridors – Corridors No7 (Danube) and No10 (highway and rail) intersect. This geographical location gives Serbia a strategic position in the region of South-East Europe

General Overview

Serbia is located in the central part of the Balkan Peninsula and occupies an area of 88,361 square kilometers. Administratively, it is divided into five regions - Belgrade Region, Vojvodina Region, Sumadija and Western Region, Southern and Eastern Region and Kosovo-Metohija Region. The City of Belgrade, capital of Serbia, is a special territorial unit and is consisted of 29 administrative districts.

The country is positioned on the most important route linking Europe and Asia and therefore usually referred to as the cross-roads of Europe. International roads and railways passing down its river valleys make up the shortest link between Western and Central Europe, on the one side, and the Middle East, Asia and Africa, on the other (hence the geopolitical importance of its territory). The most important one, pan-European corridor No. 10 splits into two near the city of Nis, with one route going towards Thessaloniki and the other one towards Sofia and Istanbul.

Serbian rivers belong to the basins of the Black, Adriatic and Aegean Seas. Three of them, the Danube, Sava and Tisa, are navigable. The

longest river is the Danube, which flows for 588 km of its 2,857 kilometer course through Serbia. Danube, together with the Rhine-Main-Danube Canal makes the Black Sea and the Near and Far Eastern ports much closer to Europe. Serbia is linked to the Adriatic Sea and Montenegro via the Belgrade- Bar railway.



Economic Indicators

Gross Domestic Product	2010	2011	2012	2013	2014
Gross domestic product, in millions EUR	29,766	33,424	31,683	34,263	33,059
Gross domestic product, per capita, EUR	4,082	4,620	4,401	4,783	4,626
Gross domestic product, real growth, in %	0.6	1.4	-1.0	2.6	-1.8
Foreign Trade (million EUR)					
Export of goods	7,393	8,441	8,739	10,997	11,159
Export of goods, %	24.0	14.2	3.5	25.8	1.5
European Union	4,235	4,868	5,357	6,898	7,205
Capital goods	873	1,133	1,667	2,979	2,877
Intermediate goods	3,399	3,668	3,126	3,678	3,687
Import of goods	12,622	14,250	14,717	15,469	15,497
Import of goods, %	9.7	12.9	3.3	5.1	0.2
Capital goods	2,336	2,880	2,996	3,801	3,678
Intermediate goods	4,390	4,938	5,132	5,169	5,118
Foreign trade deficit	-5,229	-5,809	-5,978	-4,472	-4,338
Monetary and Foreign Exchange Indicators, end of period					
Dinar reserve money, in million RSD	188,161	227,067	308,756	344,459	370,690
Money supply M3, in million RSD	1,360,777	1,500,444	1,641,804	1,716,882	1,865,443
Total domestic credits to economic organizations and households, in million RSD	1,602,703	1,718,067	1,879,191	1,785,835	1,865,655
Credit to economic organizations, in million RSD	1,030,757	1,115,437	1,225,605	1,111,301	1,140,200
Credit to households, in million RSD	571,946	602,630	653,586	674,534	725,455
Foreign currency reserves of NBS, in million EUR	10,002	12,058	10,915	11,189	9,907
EUR/RSD, end of period	105.50	104.64	113.72	114.64	120.96
EUR/RSD, period average	103.04	101.95	113.13	113.14	117.31
Foreign currency household savings, million EUR	7,106	7,611	8,272	8,418	8,525

Source: Statistical Office of the Republic of Serbia, National Bank of Serbia, Ministry of Finance

* Revision of the system of national accounts in the Statistical Office of the Republic of Serbia and harmonization with new European System of National and Regional Accounts (ESA 2010)

Foreign Direct Investments

Many world-renowned companies have recognized Serbia's potential and decided to locate their operations in the country: FIAT Group, Panasonic, Bosch, Sitel, Pompea, Nestle, Cooper Standard and many others. For some of them, Serbia serves as

a manufacturing hub that enables duty-free exports to a market of almost 1 billion people. Others are attracted by our country's strong level of English language proficiency, highly-skilled and easily-trained workforce and the extremely low 15% corporate

profit tax rate. Regardless of the reason for their initial interest, businesses that decide to set up operations or conduct trade in Serbia encounter a reliable and dynamic country that affords them a much greater opportunity than they initially perceived.

Company	Country of Origin	Industry	Value (Million EUR)
TELENOR	Norway	Telecommunications	1,898
INTESA SANPAOLO	Italy	Financial	1,355
DELHAIZE	Belgium	Retail	1,028
KOHLBERG KRAVIS ROBERTS (KKR)	United States	Telecommunications	1,000
GAZPROM NEFT	Russia	Oil & Gas	947
FIAT GROUP AUTOMOBILES	Italy	Automotive industry	940
TELEKOM AUSTRIA GROUP	Austria	Telecommunications	827
PHILIP MORRIS	United States	Tobacco	733
STADA	Germany	Pharmaceutical	650
AGROKOR	Croatia	Food & Beverage, Agriculture	614
RAIFFEISEN ZENTRALBANK	Austria	Financial	500
MERKATOR	Slovenia	Retail	500
SALFORD CAPITAL PARTNERS	United Kingdom	Food & Beverage, Agriculture	500
EUROBANK EFG	Greece	Financial	500
MOLSON COORS	United States	Food & Beverage, Agriculture	487
BIG CEE GROUP	Israel	Real Estate	470
NATIONAL BANK OF GREECE	Greece	Financial	425
MICHELIN TIGAR TYRES	France	Automotive industry	367
AGRICOLE GROUP	France	Financial	264
UNIPOLSAI S.P.A.	Italy	Insurance & Pension	262

Source: SIEPA

* Due to the lack of official data on individual investments, the data are based on the SIEPA research, and include both finished and planned (announced) investments. While the Agency is making every effort to provide as accurate and complete information as possible, we cannot assume responsibility for any errors or omissions therein.

Since the onset of economic reforms, Serbia has grown into one of the premier investment locations in Central and Eastern Europe

Year	Net inflow of FDI (in million EUR)
2014	1,500
2013	1,548
2012	1,009
2011	3,544
2010	1,278
2009	2,100
2008	2,711
2007	3,219
2007	3,219

Source: National Bank of Serbia

* The balance of payments (BoP) and the international investment position (IIP) of the Republic of Serbia for 2007-2015 have been adjusted in order to ensure alignment of Serbia's BoP and IIP statistics with the IMF and the EU, which is mandatory for EU member states, and is also expected from countries in the process of EU accession.

Applicable Laws and Regulations

In accordance with the Serbian Air Transport Law, the Civil Aviation Directorate (CAD) of the Republic of Serbia is responsible for regulating aviation safety, security, airspace, application of technical and economic requirements, inspection, search and rescue, and the investigation of accidents and incidents.

Tax:	Rate:	Recurrence:	Possible incentive:
Corporate Profit Tax	15%	yearly	10 year holiday (investments over cca 8.5 million euro and 100 new jobs)
Withholding Tax (for dividend, shares in profits, royalties, interest income, capital gains, lease payments for real estate and other assets)	20% for legal entities; 10% for natural persons	yearly	lower rate of 10% or 5% according to double taxation agreement
VAT	20% - standard 10% - lower rate	monthly/quarterly	import VAT return import VAT exempt in free trade zones
Property Tax	up to 0.4%	yearly	varies by municipality
Absolute Rights Transfer Tax	0% - stocks and bonds 2.5% - other property	at purchase of property	tax for transfer of shares has been abolished
Salary Tax	10%	monthly	New employment entitles employers to a sizable relief of personal income tax paid on net salary from the moment of employment until June 30, 2016. <ul style="list-style-type: none"> • 1-9 new jobs: 65% reduction; • 10-99 new jobs: 70% reduction; • 100+ new jobs: 75% reduction;
Annual Income Tax	10% - on part of income exceeding 3 and below 6 the times average salary 15% - on part of income exceeding 6 times the average salary	yearly	
Pension and disability insurance	12% - employer 14% - employee	monthly	New employment entitles employers to a sizable relief of contributions paid on net salary from the moment of employment until June 30, 2016. <ul style="list-style-type: none"> • 1-9 new jobs: 65% reduction; • 10-99 new jobs: 70% reduction; • 100+ new jobs: 75% reduction;
Health insurance	5.15% - employer 5.15% - employee	monthly	
Unemployment insurance	0.75% - employer 0.75% - employee	monthly	Together with salary tax relief, this reduces the total salary load to a very competitive 20% (an estimate for an average salary in Serbia).

Principal Tax Rates in Serbia, Source: SIEPA

Free Trade Agreements

Externally, Serbia can serve as a manufacturing hub for duty-free exports to a market of 1 billion people that includes the European Union, the Russian Federation, Kazakhstan, Turkey, South East Europe, the European Free Trade Agreement members, and Belarus.

This customs-free regime covers most key industrial products, with only a few exceptions and annual quotas for a limited number of goods

European Union

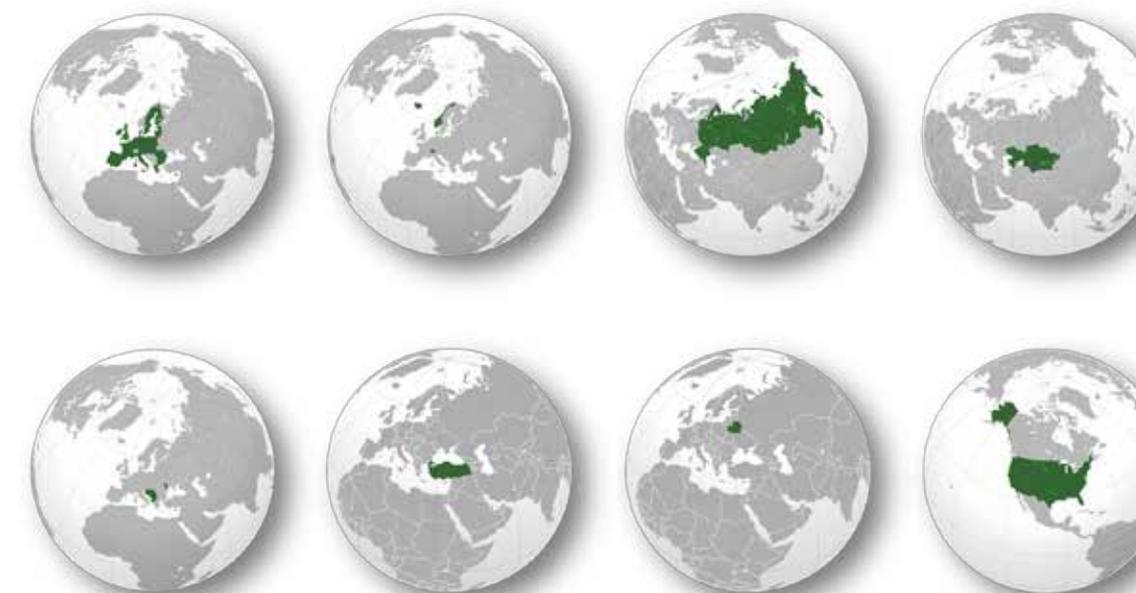
Exports to the European Union market are free-of-customs according to the Stabilization and Association Agreement signed between the Republic of Serbia and the EU member states. Some export limitations are imposed only on exports of baby beef, sugar and wine in the form of annual export quotas. Import from the EU is customs-free for most of the products.

United States

Trade with the United States is pursued under the Generalized System of Preferences (GSP). U.S. trade benefits provide for preferential duty-free entry for approximately 4,650 products, including most finished and semi-finished goods and selected agricultural and primary industrial products. The list of eligible goods is reviewed and adjusted twice per year, with input from U.S. industries.

Russian Federation

The Free Trade Agreement with Russian Federation, signed in August 2000, makes Serbia particularly attractive to foreign investors in the manufacturing sector. The Agreement stipulates that goods produced in Serbia, i.e. which have at least 51% value added in the country, are considered of Serbian origin and exported to Russian Federation customs free. For exports to Russian Federation, the FORM CT2 Certificate is required as a proof of



Serbia is the only country outside of the Commonwealth of Independent States that has a Free Trade Agreement with Russia. Increase your competitiveness by benefiting from a Custom-Free Access to a Billion Person Market.

goods origin. The only tariff charged is the customs record keeping tariff, amounting to a 1% value.

The list of products, excluded from the Free Trade Agreement, is revised annually. There is also a list of products originating from Russia which are excluded from the agreement.

CEFTA

The Central European Free Trade Agreement (CEFTA) is the trade agreement between the following countries in South East Europe: Albania, Bosnia and Herzegovina, FYR Macedonia, Moldova, Montenegro, Serbia, and the United Nations Interim Administration Mission (UNMIK) in Kosovo. The Agreement has been in effect as of July 2007, providing companies in Serbia with an opportunity to reach the 22 million people market free-of-customs. In addition to duty-free trade between member countries, the agreement

specifies accumulation of products origin, meaning that products exported from Serbia are considered of the Serbian origin if integrated materials originate from any other CEFTA country, the European Union, Iceland, Norway, Switzerland (including Liechtenstein) or Turkey, provided that such products have undergone sufficient processing, i.e. if at least 51% of the value added in the product is sourced in Serbia (if value added there is greater than the value of the materials used in Serbia).

For exports to the member countries of CEFTA, the EUR 1 Certificate is required as a proof of goods origin.

Turkey

Companies from Serbia can export to Turkey without paying customs duties. Imports of industrial products from Turkey are generally customs-free, but for a large number of goods

customs duties will be progressively abolished over a six-year period, ending in 2015.

For trade in agricultural products customs duties remain in effect.

EFTA

Industrial products exported from Serbia to EFTA member states (Switzerland, Norway, Iceland, and Liechtenstein) are exempted from paying customs duties, except for a very limited number of goods, including fish and other marine products. Customs duties for imports of industrial products originating in EFTA states will be gradually abolished.

Belarus

The Free Trade Agreement with Belarus envisages the mutual abolishment of customs and non-customs duties in trade between the two countries. There are only a few exceptions to the Agreement, including sugar, alcohol, and cigarettes, as well as used cars, buses, and tires.

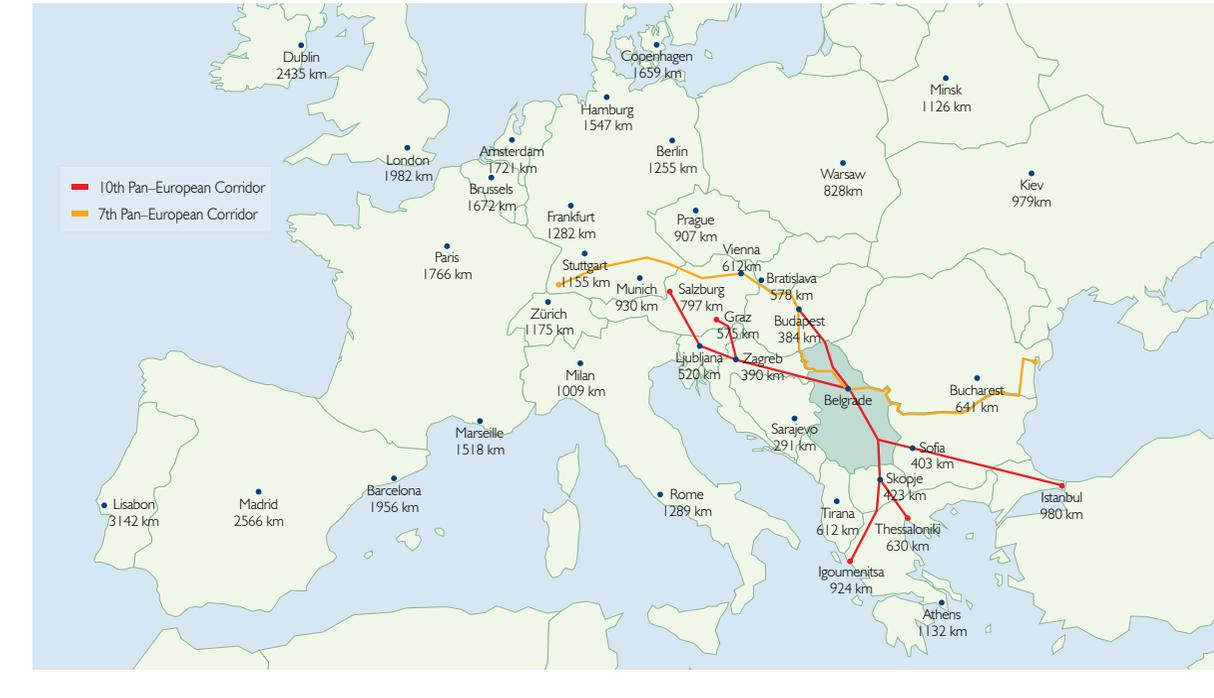
Kazakhstan

A Free Trade Agreement between the Republic of Serbia and Kazakhstan is in effect as of 2011.

The FTA states that the parties will not charge customs duties, fees and charges with equivalent effect for products originating in one party and intended for the market of the other party. The list of free trade exemptions includes meat, cheese, wine, motor vehicles and several other products.

Infrastructure

As a logistics base, Serbia is the perfect location for a company to efficiently serve its EU, SEE or Middle Eastern customers. It borders the EU at the Hungarian, Bulgarian, Croatian and Romanian state lines, while offering the benefits of working outside the EU. Furthermore, owing to its position on the geographic borderline between the East and West, Serbia is often referred to as a gateway of Europe.



Motorways

Two important European corridors, N0 7 – River Danube and N0 10 – the international highway and railroad, intersect on Serbian territory, providing excellent transportation connections with Western Europe and the Middle East. By using well-developed road connections, a shipment from Serbia can reach even the remotest parts of Europe in less than 72 hours. The transport of goods via railroads is highly cost-effective, and through the Corridor N0 10, Serbia offers access to major European destinations. In summary, Serbia boasts the potential to grow into the logistics hub of South East Europe. In order to further upgrade the

country's road and railway networks, Serbia is working on few more corridors, such as corridor XI – that enters Serbia at the Romanian border and goes through central Serbia to Montenegro and Adriatic Sea, as well so-called Morava corridor that connects corridors X and XI.

Serbia's Preferential Trade Agreements

Market	Trade Regime	Number of Inhabitants
EUROPEAN UNION	Preferential Trade Regime	506,880,616
USA	Generalized System of Preferences	321,368,864
RUSSIA, BELARUS AND KAZAKHSTAN	Free Trade Agreement	171,083,901
TURKEY	Free Trade Agreement	76,667,864
CEFTA	Free Trade Agreement	20,120,404
EFTA	Free Trade Agreement	13,610,401
TOTAL MARKET SIZE		1,109,732,050

Source: Eurostat

Motorways in Serbia span 628 km and have two lanes (in addition to the emergency lane) in each direction with the speed limit of 120 km/h. Serbia has plans for five major motorways, of which A1 carries the most importance.

At the moment Serbia has two international airports, Belgrade Airport and Nis Airport, as well as 11 river ports, such as Belgrade, Kovin, Novi Sad, Prahovo, Pancevo, Sremska Mitrovica, Smederevo, etc.

Motorway Designation	Route	Planned Length	Current Length
A1	Border of Hungary Novi Sad Belgrade Nis Border of Macedonia	584 km	513 km
A2	Belgrade Ljig Preljina Pozega	132 km	-
A3	Border of Croatia Belgrade	96 km	96 km
A4	Nis Piot Dimitrovgrad Border of Bulgaria	109 km	19 km
A5	Cacak Kraljevo Krusevac Pojate	112 km	-
TOTAL:		1,038 km	628 km



Subotica airport - LYSU
Type: public
Runway: 1200m x 102m, grass
Radio navigation and landing aids: / 460122.22N - 0194222.61E

Cenej airport, Novi Sad - LYNS
Type: public
Runway: 1429m x 100m, grass
Radio navigation and landing aids: / 452308.63N - 0195001.84E

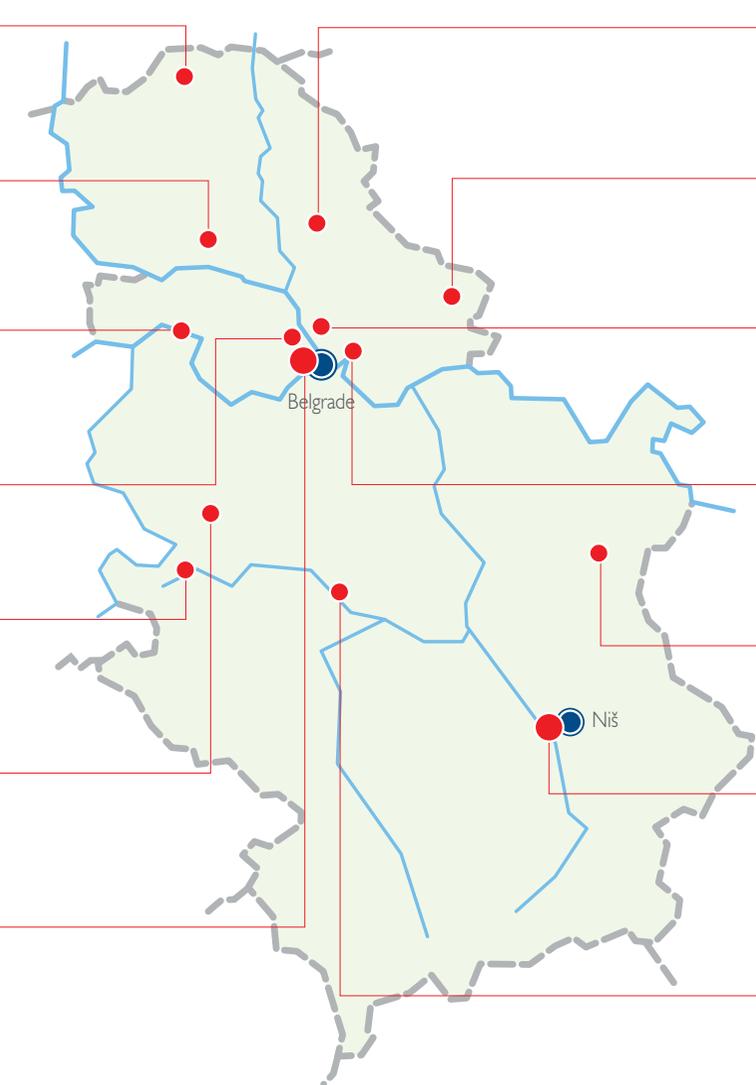
Veliki Radinci airport, Sremska Mitrovica - LYSM
Type: public
Runway: 1429m x 100m, grass
Radio navigation and landing aids: / 450214.57N - 0193945.21E

Batajnica airport - LYBT
Type: military
Runway: 2500m x 45m, asphalt
Radio navigation and landing aids: ILS 445627.61N - 0201502.62E

Ponikve airport, Uzice - LYUZ
Type: public/military
Runway: 1830m x 30m, asphalt/concrete
Radio navigation and landing aids: / 435403.07N - 194119.73E

Divci airport, Valjevo - LYVA
Type: public
Runway: 1155m x 51m, grass
Radio navigation and landing aids: / 441752.70N - 0200117.61E

Nikola Tesla airport - LYBE
Type: public/international
Runway: 3400m x 45m, asphalt/concrete
Radio navigation and landing aids: DME, ILS
Number of passengers in 2014: 4.638.577
Growth: 31.6%
444909.78N - 0201825.44E



Ecka airport, Zrenjanin - LYZR
Type: public
Runway: 1100m x 60m, grass
Radio navigation and landing aids: / 452023.08N - 0202714.78E

Vrsac airport - LYVR
Type: public
Runway: 1000m x 25m, asphalt
Radio navigation and landing aids: VOR 450851.75N - 0211835.05E

Lisiciji jarak airport, Belgrade - LYBJ
Type: public/sport
Runway: 1000m x 37m, grass
Radio navigation and landing aids: / 445622.28N - 0202644.32E

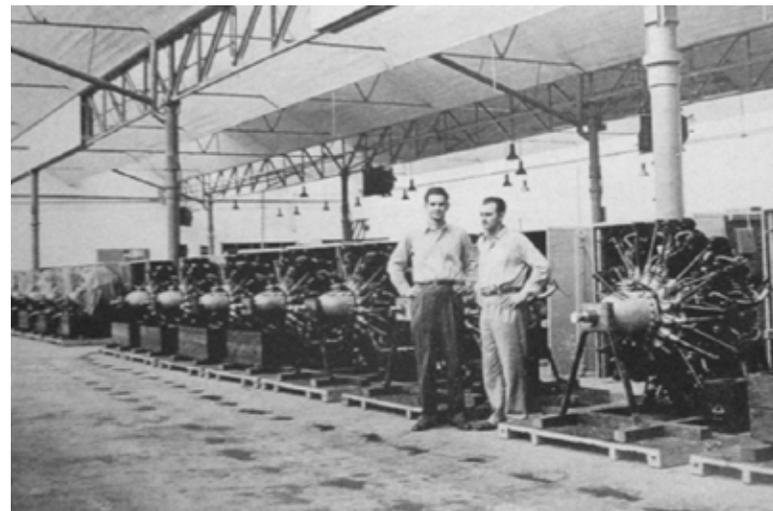
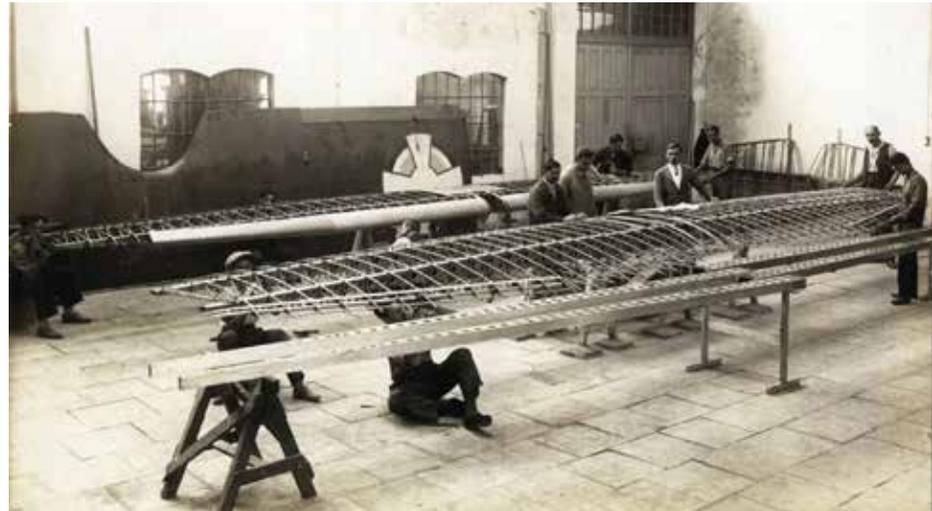
Pancevo airport - LYPA
Type: public
Runway: 778m x 62m, grass
Radio navigation and landing aids: / 445357.54N - 0203831.85E

Bor airport - LYBO
Type: public
Runway: 1085m x 30m, asphalt
Radio navigation and landing aids: / 440106.06N - 0220813.93E

Konstantin Veliki airport, Niš - LYNI
Type: public/international
Runway: 2500m x 45m, asphalt
Radio navigation and landing aids: VOR, DME
Number of passengers in 2014: 1.335
Growth: 93.8%
432014.24N - 0215113.40E

Morava airport, Kraljevo - LYKV
Type: military/public/sport
Runway: 1102m x 52m, asphalt
Radio navigation and landing aids: VOR / DME 434905.17N - 0203509.93E

03 History of Serbian Aerospace Industry



The beginnings of aviation in Serbia and the formation of the aviation industry

Aviation in Serbia has a long and successful tradition, both in the field of military and civil aviation. Irrespective of state models through which Serbia has been either independent state or a part of Yugoslavia, aviation has always been of great importance, with a constant tendency towards development of its own aircraft. Hence, Serbian and Yugoslav aviation used about 750 different types of aircraft in the number of over 9,000 copies, of which 247 types were of domestic design or production.

First flight in Serbia took place in 1910, with the initial Serbian-made aircraft delivered to the market in 1912. The same year, Kingdom of Serbia formed an Air Force, becoming only the 15th nation in the world to have aircraft in its armed forces.

Even in the early days of aviation, Serbian engineers and scientists were achieving recognition worldwide. One of the most well-known Serbian scientist, Mihajlo Pupin Ph.D, was in 1915, one of the founders of the United States National Advisory Committee for Aeronautics (NACA), predecessor of NASA. In 1919, the Kingdom of SCS (Serbs, Croatsians and Slovenians) formed after the Great War, was among the first 10 countries to sign the International Air Transport Convention.

In the Kingdom of SCS, the state has significantly helped the development of the aviation industry which has been almost completely developed in Serbia, and has been concentrated around Belgrade, the capital city. First commercial aircraft factory was opened in 1923. Prior to World War II, at that time

Kingdom of Yugoslavia, formed in 1928, had six factories producing aircrafts, two factories producing aircraft engines, three factories producing aircraft precision instruments and equipment, one factory producing parachutes and flight suits, as well as several factories for supporting aviation equipment and armament.



From 1923 to April 1941 the aviation industry of the Kingdom of Yugoslavia, had produced a total of 1,562 airplanes and seaplanes for military use for different purposes (training planes, fighters and bombers), of which 575 aircrafts were of domestic construction and 987 were produced under license of foreign producers. These planes accounted around 57% of the total number of military aircrafts in the Kingdom of Yugoslavia.

Aircraft Industry of the Kingdom of Yugoslavia, suffered a major setback during World War II. Air Force was mostly destroyed in the early attacks and Nazi Germany used local factories to fuel its war machine, resulting in the complete destruction of several factories during the bombings by Allied Forces. At the end of World War II, aviation industry was at 60% of its pre-war capacity.

In the new state - Republic of Yugoslavia, reconstruction of the aviation industry begins starting from 1944. Research and development capabilities were greatly improved in 1946, with foundation of the Aeronautical Institute and his department for aircraft flight testing, later equipped with wind tunnels, sophisticated laboratories and repair capacities in the vicinity of Belgrade. During the same time, the University of Belgrade expanded its aeronautical

engineering program that dates back to 1937 when was established special aviation group at Technical Faculty. Synergy between industry research and educational institutions provided the highly capable human capital required to fuel the growth of the aviation industry in Serbia.

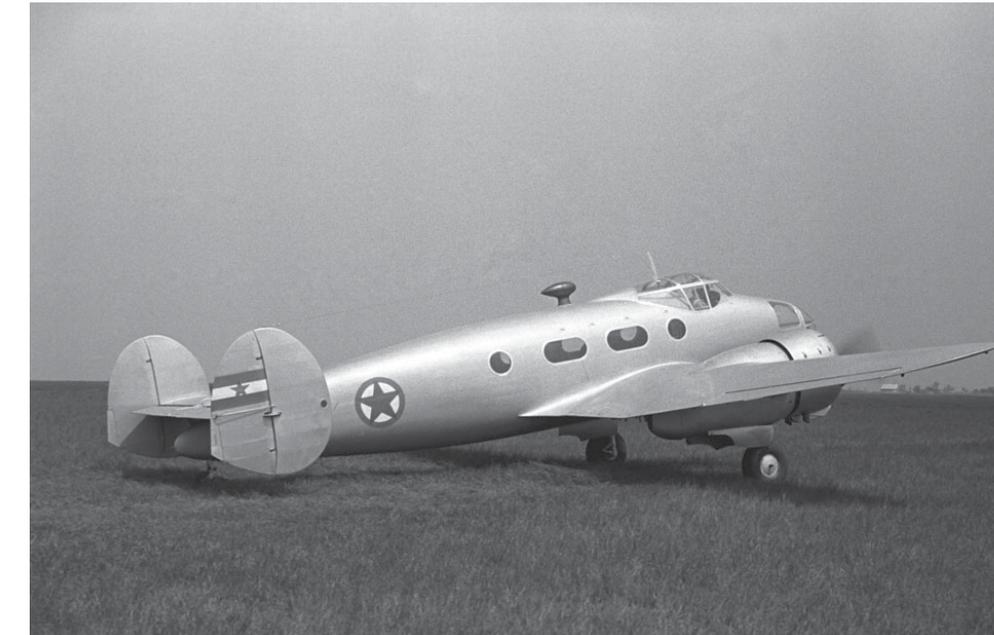
After World War II, the first aircraft were produced already in 1946, when

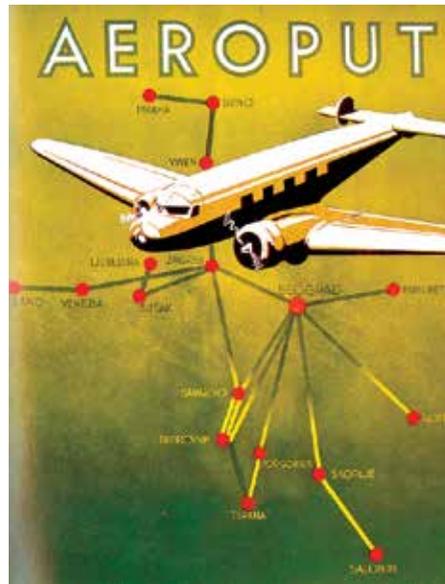
development and production of several types of aircraft begins. This growth was greatly accelerated in 1948 when ties with the USSR were cut off and when the government issued a directive to raise the aircraft design and development capability through large infrastructure and human capital investments. At that time enlargement of production capacities started within the aviation industry, including its



aircraft factory Soko from Mostar in Bosnia and Herzegovina and Utva from Pancevo in Serbia. Also, Serbia had one more new factory - Prva Petoletka from Trstenik, aimed for hydraulics and aircraft landing gears. Since 1957 Aerospace Institute became the leading research and designing institution that originates a large number of projects of domestic jet trainer and fighter airplanes. At that time, aeronautical industry, in

addition to local projects, had several types of helicopters and jet engines under the license. Starting from late 1980s domestic aeronautical industry had reached sufficient technological level, which was the basis for development of local multi-purpose combat aircraft in Mach 2 category. From 1945 until today, domestic aeronautical industry has produced 2,186 aircrafts and helicopters out of which 1975 are of domestic construction.





Air Transport

The Kingdom of SCS left an early mark on the global air transport industry on September 9th, 1923 when the first ever commercial night-time flight originated from Pancevo en-route to Bucharest. Franko-Rumen Pancevo Company used the Pancevo airport as a stop-over point on their service between Paris and Istanbul.

The origins of commercial air transport in the Kingdom of SCS date back to the creation of its first airline "Aeropot" in 1927. Aeropot was among the first civilian aircraft carriers, as well as 10th airline company in Europe and the 21st in the world. In 1937, the expansion of international routes and

an increase in passenger numbers enabled Aeropot to acquire 7 modern Lockheed Model 10 Electra. Aeropot continued to operate until the start of World War II.

On April 1st, 1947, JAT – Jugoslovenski Aerotransport (Yugoslav Airlines) was formed with a fleet of three JU-52 and six DC-3 aircrafts. In 1949, JAT achieved full overhaul capability for the PW R-1830 engine. During the same year, JAT and the company "Aeroremont", which specialized in aircraft material repairs, were merged into a single company.

In 1963, the first Sud Aviation Caravelle joined the JAT fleet. Since Caravelle entered regular operation, engine shop activities included QEC build-up and minor repairs on RR Avon. As the scope of work of the Technical Department increased, a modern hangar with all necessary workshops was built at the Belgrade Airport becoming JAT's Main Technical Base.

In 1969, the first McDonnell Douglas DC-9-32 (of 14 ordered) arrived followed in 1973 by the first two (of nine) Boeing 727-200s -2H9s. Technology improvements that resulted from these purchases were

crowned by Technical Department being granted an FAA Repair Station Certificate.

Long-haul routes to North America, Australia and the Far East were flown by Boeing 707s, introduced in 1970. In 1978, a wide body McDonnell Douglas DC-10-30 (which was chosen over the Boeing 747-200) was purchased to succeed the Boeing 707s on longer-haul routes, although the 707s remained in service into the 1980s on ad hoc charters and as scheduled-flight replacement aircraft.

Mid 1980s represented the golden years of air transport. In 1985, JAT was the first European airline to purchase Boeing 737-300s. During those years, the company carried five million passengers annually and served 80 destinations on five continents (19 domestic, 45 medium haul and 16 long haul routes). JAT also constructed a large hangar to accommodate wide-body aircraft and a jet-engine test stand at their Belgrade hub.

In 1991, the Yugoslavia broke apart and JAT was forced to stop most domestic services as a result of ongoing wars. The United Nations imposed sanctions on 20 May 1992 against Yugoslavia. For the first time since

World War II, international transport was forcibly terminated. During that time, JAT operated only domestic services between Belgrade, Podgorica, Tivat, Nis and Pristina.

In 2003, JAT was renamed to Jat Airways and the company continued to operate with limited success through a period of major competition with both traditional and low cost operators.





Aircraft Design and Development

Major post WWII investments into the aviation industry resulted in a major growth of aircraft design and development capability in Serbia. In 1946, company Utva, which significantly expanded capacity in comparison to the period before World War II, built its first single engine aircraft, which would mark the beginning of a 70-year era of building small, single-engine aircraft that included Trojka, 212, 213, Aero-3, as well as their own projects Utva 56, Utva 60, Utva 65 Privrednik, Utva 66 i Utva 75. In addition to aircrafts Utva made a significant number of sailplanes.

Starting from the 1960s, factory Soko begins a batch production of domestic jet trainer and fighter aircraft based on projects by Aeronautic Institute such as: G-2 Galeb, Jastreb J-21, J-22 Orao and G-4 Super Galeb. These planes are made in big series for local air force and for export. Hydraulic installations and landing gears of the aircraft was produced by the factory Prva Petoletka and large parts of structures for aircraft J-22 Orao and G-4 Super Galeb were produced by the factory Utva. For military purposes, Utva was a final manufacturer of piston propeller trainer aircraft Lasta I and Lasta 95.

In early 1980s, government of the former Yugoslavia decided to develop a supersonic

fighter aircraft named "New Airplane". In support of the "New Airplane" and to meet the rising demand for airplane part production, government made large investments in production infrastructure increasing the production space in Utva by more than 100,000m².

In the late 1980s, it was observed that the establishment of international cooperation could be an opportunity to employ excess capacity, highly educated and trained personnel and brand new equipment. Within a short time, companies Prva Petoletka and Utva started producing tools, parts and assemblies for foreign companies. In 1988, Utva was engaged in new USSR projects: Tupolev Tu-204 (manufacturing of tools and parts) and Ilyushin Il-114 (parts manufacturing for 1:2 mock-up for wind tunnel testing). Prva Petoletka became the first company in Serbia to obtain Boeing approval for production of parts for the Boeing 737 aircraft that included landing gear and braking system components. One year later, Utva was certified by Boeing as a part supplier, and it started producing machined and sheet metal parts, tools and assemblies (slats, wingtips and floor supports) for Boeing 737 and Boeing 757 aircraft.

Cooperation with foreign partners was re-established in 1996, when Utva partnered with IAI-CAG to produce tools and parts for the Galaxy business jet (now Gulfstream G200). Utva produced over 1,400 different part numbers for the seventeen serial airplanes, among which were numerous critical components. Expansion of the partnership with IAI occurred when Utva engaged with IAI – Bedek Division to produce the cargo door plug used for the Boeing 747-200 passenger to freighter conversion. Composed of over 1,500 part numbers, cargo door plug was produced in Utva and assembled at the IAI facilities.



Turbulent Years

Disintegration of the former Yugoslavia started in 1991 and the imposed economic sanctions led to a disruption of international air transport and the established business relations with foreign aircraft manufacturers. For the first time since World War II, international transport was forcibly terminated. During that time, JAT operated only domestic services between Belgrade, Podgorica, Tivat, Nis and Pristina.

Most of the major companies of the Serbian aviation industry were early targets in the NATO bombing of Serbia in 1999. As the industry struggled, many Serbian aeronautical engineers left the country to work for world's leading aerospace companies such as Airbus and Boeing.

As the 20th century came to a close and the wars ended, Serbian aerospace industry survived, although with a much reduced footprint.



The Renaissance

Air Transport

On August 1st, 2013 Government of the Republic of Serbia and Etihad Airways formalized an agreement for reorganization and rebranding of the Jat Airways to Air Serbia, an entity in which the Republic of Serbia has a 51% stake and Etihad Airways owns 49%.

In the first six months of operations, Air Serbia network has grown rapidly to include regional destinations such as Ljubljana, Sarajevo, Banja Luka, Bucharest, Podgorica, Tivat, Skopje, Budapest and Sofia. Air Serbia's network grew from 29 destinations at the end of 2013 to 38 destinations by the end of 2014. Air Serbia has leased eight Airbus A319 and two Airbus A320s as an interim fleet renewal program to replace its ageing fleet of Boeing 737-300s. To meet its long term needs, airline placed an order for 10 A320 NEO aircraft at the Dubai Air Show.



Aircraft Design and Production

Over the past six years, company Utva has produced training aircraft Lasta in cooperation with the Military Technical Institute and Yugoimport SDPR, while is in process of preparing implementation of training-fighter Kobac (Sparrowhawk).

Lasta is a light piston-propeller training aircraft, primarily intended for initial and basic training of military pilots. With in-line tandem seating,

the trainer was developed in accordance with the FAR (JAR) 23 regulations for acrobatic category of airplanes and it provides an easy transition to jet aircraft at higher training levels. A total of 37 Lasta's have been produced, 20 for Iraqi air force and 17 for Serbian air force.

Kobac is a single-engine, low-wing tandem-seat turboprop training aircraft, capable of higher basic training functions including aerobatics, instrument and tactical flying. Kobac can be



equipped with instrumentation required for close air support, counter insurgency (COIN), and reconnaissance missions. Aircraft is currently in early development phase.

Company Aero-East-Europe produces light aircraft, born from the most recent technology in line with the current needs in terms of safety, power reserve and weight to power ratio, effectiveness, range, low fuel consumption and maintenance costs. Multi-fuel engines, up to the more performing turbocharged, use unleaded automotive gasoline. Aero-East-Europe offers sport and multipurpose models from the lightest, SILA 450C at 450 kg MTOW to the heaviest, SILA 950C at 950 kg MTOW.

SILA models represent the Serbian "know how" as the aircraft was completely designed by the Aero-East-Europe engineers in cooperation with the professionals and academics of the Department of Aeronautical Engineering at the University of Belgrade.

During the 2012, model SILA 450C was tested in Germany as the first successful step of obtaining the German certification under the standard LTF-UL. At the same time, the lightest aircraft produced to be sold in Germany according to the LTF UL regulations can also be registered in the JAR VLA category.

Other privately owned companies such as Wing, Morson Beograd and Konelek design and produce parts and tools for clients throughout the world that include companies such as Airbus and Bombardier.



04 Highly Qualified Workforce



Labor Availability and Cost

Serbia's labor force offers a unique combination of high quality, wide availability and cost effectiveness. It is one of the key factors enabling strong business performance.

The labor force in Serbia is well educated, proficient in foreign languages, innovative and equipped with strong management skills. The number of engineers, machinists, managers, and other specialists is sufficient to meet the growing demand of international companies. Yearly, the labor supply increases by approximately 47,500 university and 3-year college graduates and 57,000 high school graduates. One third of them are produced by business and administration universities, while another third comes from technical universities.

The labor market in Serbia has become truly vibrant as a rising number of international investors have opened their businesses in the country. International as well as local head-hunting agencies operate in major Serbian cities, offering a full range of consulting services, including executive search, staff training, and salary surveys. There is no cost related to the recruiting process if employees are recruited from the National Employment Service. Advertising open positions in local papers and specialized online portals costs approximately

€20 per week. Engaging head hunting or executive search professionals for recruiting executive management carries a fee of around 30% of the posted annual salary. Efficiency of the Serbian workforce has been consistently proven as exceptional. For example, Fiat plant located in Kragujevac is recording efficiency 25% higher than at the same type of a plant in Italy. Company Ball Packaging is consistently performing at 96% of its capacity at their plant near Belgrade, which is the top performance across their plants throughout the world. Swedish company Tetra Pak has awarded its Serbian unit as the most efficient among its 45 factories worldwide.

In addition to exceptional efficiency, Serbia's history and reputation in the aerospace industry offer a highly experienced workforce and a well-educated youth that is able to sustain a high learning curve. Local schools and universities are recognized for working with the industry to continuously tailor their programs to fit the market needs, developing future employees that are ready to contribute from day one. While 1990s brought many challenges to Serbia, some of its aerospace professionals continued to progress and work on latest technologies by taking on assignments abroad. An estimated 300 engineers are currently employed at companies such as Airbus, Boeing, Bombardier, Gulfstream,

Embraer, GE, Rockwell Collins and Honeywell. Most of these professionals are holding senior engineering and management positions, working on projects such as Boeing 787, Airbus A350 and Bombardier CS100. They are organized within the Association of Serbian Aerospace Professionals (ASAP) that was formed last year (www.asap.org.rs). More than 75% of ASAP members are willing to return to Serbia if provided with a competitive employment offer. Global economic downturn of 2008 had a major impact on Serbia with the unemployment rate exceeding 20% .



Labor Cost

Average salaries in Serbia are very competitive and they ensure cost-effective operations for investors. Total salary costs for employers stand well below the levels in Eastern European EU member countries and are among the lowest in the region. Social insurance charges and Salary Tax amount to roughly 65% of the net salary but the tax burden for employers can be reduced through a variety of financial and tax incentives.

In addition to competitive salaries, Serbia has not seen major salary increases experienced by neighboring countries.

As is the case in all industries, top talent cost varies depending on the market conditions and the availability of technologically advanced projects in the region. Due to high unemployment rates and traditional loyalty towards employers, attrition rate is very low, especially if the terms of the employment agreement are fully met by the employer. Some fluctuation has been recorded recently in the software development industry due to increased demand for trained IT specialists.

Given that aerospace industry requires higher levels of training, engineering and machinist salaries are traditionally higher than the average. Average net salaries for engineers and machinists in the Serbian aerospace industry are listed in table.

Employment data for Serbia (2010-2015*)

	2010	2011	2012	2013	2014	I-VI 2015*
Employment						
Employed, average (thousands)	1,796	1,746	1,727	1,715	1,698	1,716
Unemployed, end of period (thousands)	744	753	762	775	768	759
Unemployment rate (ILO), % (according to the Survey)	19.2	23.0	23.9	22.1	18.9	18.6

Source: Statistical Office of the Republic of Serbia / *Forecast for Jan-June 2015

Average net salary of labor in Serbian aerospace industry

Aeronautical Engineer

Net Salary

€ 500

Net Salary Entry Level

€ 750

Machinist

Net Salary

€ 350

Net Salary Entry Level

€ 500

Average NET Monthly Salary	EUR
2010	331
2011	372
2012	366
2013	388
2014	380
Jan-Jun 2015*	357

Source: Statistical Office of the Republic of Serbia
*Forecast for Jan-June 2015

Average Gross Monthly Salary (EUR)

CROATIA	1,042
CZECH REPUBLIC	930
POLAND	904
SLOVAKIA	858
HUNGARY	770
MONTENEGRO	723
BOSNIA AND HERZEGOVINA	659
SERBIA	524
ROMANIA	513
BULGARIA	423

Source: The Vienna Institute for International Economic Studies, 2015

Real Growth Rate (%)	%
2010	0.7
2011	0.2
2012	1.1
2013	-1.5
2014	-1.5
Jan-Jun 2015*	-1.7

Source: Statistical Office of the Republic of Serbia
*Forecast for Jan-June 2015

Labor Taxes and Deductions

Labor taxes and deductions are applied to the taxable income, with employer and employee contributing applicable parts. Salaries are customarily negotiated in net balance, with employees mostly unaware of employee contributions paid by the employer on their behalf. An income tax rate of 10% is applied to all personal income.

The rates for mandatory social security contributions are:

- **14%** for pension and disability insurance,
- **5.15%** for health insurance, and
- **0.75%** for unemployment insurance.

The total sum of social security contributions and income taxes that are calculated on the net income, amounts to about 65% of net earnings.

Tax Rates

Social Security Contributions	Pension and disability insurance – 11% Health insurance – 6.15% Unemployment insurance – 0.75%
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Personal income taxes

Capital gains, income from agriculture and forestry, self-employment, capital and personal insurance	10%
Annual Income Tax	10/15%

Education

Since 2003, universities and colleges in Serbia have produced about 47,500 graduates, 1,000 Masters of Science, and 400 PhDs annually. Of the total number of graduates, those from technical universities account for approximately 30%. Leading institutions in this field, such as the School of Electrical Engineering or the School of Mechanical Engineering in Belgrade, are

recognized internationally for their expertise. High-quality technical education begins in Serbian elementary and high schools, which offer an advanced curriculum in technical sciences.

Management education in Serbia is provided through joint graduate and post-graduate courses organized by local universities and

renowned Western business schools such as the French HEC, British Sheffield University and Heriot-Watt University.

In addition, international elementary and high schools are widely available in Serbia. They offer curricula in English, German, and French, as well as internationally recognized examinations.



Faculty of Transport and Traffic Engineering – Department of Air Transport

The Department of Air Transport at the UB-FTTE has been established in 1960, and has since educated more than 800 graduates (five/four year programme), as well as seven classes (140 graduates) of the two-year (ATC) programme. The Department graduates are employed by airline, airport and ATM industry, CAAs, international organizations, consultancies and academia. More than 10% graduates are working abroad, including organizations such as ICAO, EUROCONTROL, FAA, EASA, NATS, SkyGuide, Nav Canada, American Airlines, Ryanair, Airbus, Bombardier, Johannesburg Airport, Doha Airport, University of California, TU Delft, Jeppesen, SABRE, etc.

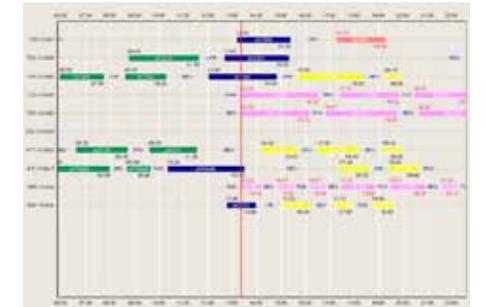
Main areas of research:

Department has three Divisions with distinct areas of expertise and areas of research:

- Division of Aircraft: Aircraft Instruments and Systems, Aircraft Performance, Aircraft Maintenance and Reliability, Aircraft Safety and Security, Aircraft Fuel Efficiency and Environmental Protection, Aircraft Operating Costs, Flight Simulation;
- Division of Aircraft Operations and Air Transport Planning and Management: Airline Operations, Air Transport Planning, Transportation Networks;
- Division of Airports and Air Traffic Safety: Airports and Airport Operations, Air Traffic Management, Airspace Management, Traffic Flow Management, Traffic Complexity, Risk and Safety Analysis, Traffic Economics.

Main laboratories:

- *Flight Simulation Laboratory* consists of four flight simulators and one virtual air traffic system. The simulators are replicas of transport aircraft Boeing 737NG, Airbus 320, ATR 72 and transport helicopter Sikorsky 76. All simulators can be engaged to one global simulation in a virtual air traffic system. The simulators enable testing and analysis of normal and non-normal operation of transport aircraft and helicopter.
- *Laboratory for Air Transport and Traffic* is performing research in the field of air transport and traffic (airports operations, air traffic management and airline operations). It is equipped with hardware and software for conducting airport and airspace simulations (SIMMOD, NEST, SAAM), environmental pollution around airports simulations (EDMS, AEM3) and airport noise mapping (INM).



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Faculty of Mechanical Engineering - Aviation Department

The Aviation Department is one of the oldest departments at the Faculty of Mechanical Engineering which offers an Aeronautical Engineering program at both undergraduate and graduate levels. The program is especially strong in the area of development of aerospace vehicles, with many former graduates working for world's leading aerospace companies. Each year, approximately 400 mechanical and 30 aeronautical engineers graduate from the Faculty of Mechanical Engineering.

Main areas of research:

- Aerodynamics;
- Avionics;
- Structural analysis;
- Propulsion systems.

Within the Aviation department operates the Aeronautical Institute in charge of scientific research

and development. Its main areas of research are covering: structural testing, experimental and computational aerodynamics and flight mechanics and avionics systems. This Institute is located at the Faculty of Mechanical Engineering.

Scientific and R&D work, as well as laboratory work for students, is organized in several specialized laboratories within the Aviation Department and the Aeronautical Institute.

Main laboratories:

- Laboratory for subsonic flow;
- Laboratory for supersonic flow;
- Laboratory for structural analysis;
- Laboratory for jet propulsion;
- Laboratory for avionics;
- Laboratory for computer simulation;
- Laboratory for micro propulsion.



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Aviation Academy Belgrade

Technical High School

Aviation Academy is a unique school in the region with 91 year long tradition in training aviation personnel both in the field of civil and military aviation, certified by the European Aviation Safety Agency (EASA) and The Civil Aviation Directorate of the Republic of Serbia.

The study program is divided in two main segments:

General program - Civil aviation

- Air Transport Safety Technician;
- Mechatronics Technician for Airport;
- Transportation Systems;
- Air Transport Search and Rescue Technician;
- Air Transport Technician;
- Aircraft Maintenance Technician.

Military Program

- Mechatronics Technician for Missile Systems;
- Mechatronics Technician for Radar Systems;
- Aircraft Maintenance Technician for Aircraft Electrical Equipment;
- Aircraft Maintenance Technician for Aircraft Electronic Equipment;
- Aircraft Maintenance Technician for Aircraft and Engine.



The Civil aviation department educates students from the region for occupations in civilian air traffic, ranging from personnel for repair and maintenance of aircraft, airport ground-handling staff and cabin crew, to specialized services such as search and rescue and airport security services. Students at the Military department are prepared for professional military NCO's service in units of Air Force and Serbian Army Air Defense.

Students are provided with adequate knowledge for further education at the Faculty of Mechanical Engineering, Faculty of Transport and Traffic Engineering and Military Academy and other similar faculties, for occupations such as Mechanical Engineer, Air Traffic Engineer, Pilot and Flight Dispatcher.

The entire study program is based on ten experimental educational profiles with curricula established by the Civil Aviation Directorate of the Republic of Serbia.



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SMATSA Aviation Academy

SMATSA Aviation Academy is second largest Pilot training center in Europe founded in 1954. We are integral part of Serbia and Montenegro Air Traffic services SMATSA LLC. So far we trained more than 2500 professional pilots for over 30 airline companies from Europe, Africa, Asia etc. We are designed to support up to 150 full time students per year. SMATSA Aviation Academy have more than 40 employees who covers all affairs consider pilot training (Traffic control, firefighting, medical support etc.) divided in departments Flight training organization, ATC Tower support service (24/7/365), Weather meteo service (24/7/365), Airport support service and Aircraft maintenance organization (with avionics workshop).

SMATSA Aviation Academy have 1700 km² of dedicated airspace and in property area of 400 acres with facilities: ATC Tower, 3 runways (1000-metre concrete runway and two grass runways), FNPT II device ALSIM ALX, Lighting equipment for night operations, Flight operations building, aircraft parking hangars, Fire brigade, Maintenance facility, modern briefing rooms and classroom for flight preparation.

Technologies

- In accordance with JAA regulations courses for professional pilot
- Test for English for aviation (TEA)
- Maintenance of Aircraft bellows 5700 lbs. per EASA part 145.

Products & Services

- Professional pilot licenses: ATP (A) – integrated, CPL (A) /IR – integrated, CPL (A) – modular, ATPL (A) – Modular Theoretical Knowledge, ATP (A) – Modular for PPL, ATP (A) – Modular for CPL IR, MCC (A)
- Pilot ratings: FI (A) – Flight instructor, IR (A)/SE – Modular, IR (A)/ME – Modular, Class Rating – MEP (land), Class rating – SEP (land), NQ - Night Qualification
- Maintenance of Aircraft bellow 5700 lbs.

Certificates

- ISO 9001:2008
- Mayflower college certificate for test of English for aviation (TEA) with examiners for ICAO language proficiency
- Pilot training certificate SRB/ATO-006
- Maintenance service EASA.145.0298 and RS.145.0008

Collaboration Opportunities

SMATSA Aviation Academy have 1700 km² of dedicated airspace close to LYBE International airport with extreme favorable winds with all services needed for airport (ATC Tower support service (24/7/365), Weather meteo service (24/7/365) and Airport support service) for providing test flyby flights and after investments in length and width extension of concrete runway

for providing flight tests of aircraft (with no traffic even a green flight tests). Also there are 400 acres for green field facility investment. (Airport has all infrastructures: water system, Stand-alone electrical power supply, optical cable for internet etc. Flexibility in pilot courses- possibility adjusting to specific operational procedures in accordance with your company standards for pilot licenses (CRM/MCC training, Course length)

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Prince Aviation

Prince Aviation was founded in 1990, as the first private airline in Serbia. Today, the company is fully independent and the largest corporate aircraft operator in the Balkans and South-Eastern Europe.

First flight started in 1991, passenger transport was developed using turboprop aircraft, until the introduction of first business jets in 1997. As of 2008, backbones of Prince Aviation's fleet are mid-size business jets.

Pilot training started in 1992. Aircraft maintenance division established in 2007, followed by establishment of maintenance training organization in 2008.



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Technologies

- Passenger air transport
- Aircraft maintenance
- Training

Products & Services

- Air taxi & corporate aircraft charter, line & base aircraft maintenance (Cessna Citation family, Cessna & Piper pistons), pilot training (from PPL to ATPL, MCC, Cessna Citation type rating), aircraft technician training (Cessna Citation, B737 Classic, B737NG, Embraer E-Jets), continuing airworthiness management

Certificates

Air Operators Certificate: RS-004, issued by Serbian CAA; Aircraft Maintenance Organization approval: EASA.145.0104, issued

by EASA; Aircraft Maintenance Organization approval: RS.145.0027, issued by Serbian CAA; Approved Training Organization Certificate: SRB/ATO-005, issued by Serbian CAA; Maintenance Training Organization approval: EASA.147.0104, issued by EASA; Maintenance Training Organization approval: RS.147.0004, issued by Serbian CAA; Maintenance Training Organization approval: U.A.E.CAR 147/28/2014 issued by UAE CAA; Continuing Airworthiness Management Organization Approval: RS.MG.004, issued by Serbian CAA

Collaboration Opportunities

Prince Aviation can provide highest safety standards and quality of services in all fields it specializes in.

05 Company Directory



Design



Production



Maintenance



Training



Testing



Certification

Air Serbia	36
Aero-East-Europe	38
Aeronautical Plant „Moma Stanojlović”	39
Air Pink	40
Aeromedical Institute	41
CPS CAD Professional Systems	42
Composite Technology Team	43
EDePro	44
IMP – Computer Systems	45
IRITEL	46
Jat Tehnika	47
Konelek	48
Laurence Walter Serbia	49
Livnica Preciznih Odlivaka	50
Military Technical Institute	51
Morson Belgrade	52
Orao	53
Proaviator	54
PPT-Namenska	55
Sky Partner R.S	56
SMATSA	57
Technical Test Center	58
Teleoptik Ziroskopi	59
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Air Serbia was launched as the national airline of the Republic of Serbia on 26th October 2013. It serves more than 40 destinations in Europe, Mediterranean and Middle East directly from its hub at Belgrade's Nikola Tesla International Airport with passenger and cargo services. The

airline also offers long-haul and international destinations in Asia, Australia and Americas through its code-share partners and its equity partner, Etihad Airways that holds a 49% share. The airline currently operates a fleet of 14 narrow-bodied and 6 turboprop aircraft.

Technologies

Aircrafts: Airbus A319/A320, Boeing B-737-300, ATR 72-200, ATR 72-500 equipped with all necessary technological equipment.

Airbus cruising speed is 828km/h, cruising altitude is 11.887m, and engines are made by IAE. Engine types are V2522-A5, V2527-A5 and V2524-A5. ATR cruising speed is 510km/h cruising altitude is 7.600m, and engines made by Pratt&Whitney. Engine types are PW127B and PW127F. Boeing engines are CFM 56-3B1, cruising speed is 800km/h and cruising altitude is 11.300m.

All aircrafts has its navigational, communicational, radio, and autopilot systems. Air Serbia is proud with its Airbus fleet equipped with modern communication and navigation avionics systems.

Products & Services

Air Serbia is engaged in the transport of passengers and cargo in scheduled and charter services, and other business activities. All passengers are Air Serbia's guests ready to



take off in safe and enjoyable flight with special service onboard, fulfilled with traditional Serbian hospitality. Since the airlines inaugural flight in 1927, Air Serbia has been a regional leader in air travel and now is redefining the concept of comfort in the air across the growing network. It serves more than 40 destinations in Europe, Mediterranean and Middle East At and an additional 41 global points through its codeshare

partnerships, which include key destinations in Northern Europe, such as Vilnius, Tallinn and Riga; in Southern Europe: Heraklion, Corfu and Rhodes; in the Middle East and North Africa: Riyadh, Jeddah and Cairo and in the Far East, destinations such as Beijing, Seoul, Singapore and Ho Chi Minh City, in addition to a total of four cities in Australia. The airline recently launched its web check-in service. Air Serbia's guests now have the option of checking in for their flights online at www.airserbia.com. Serbian national airline is committed to ensuring that guests will experience the most comfortable journey possible, no matter which class they fly. Emphasis on quality and freshness is reflected in onboard dining experience, and the local produce used in meals prepared by specially trained chefs. Air Serbia is proud to offer uniquely Serbian cuisine and beverages in both our Business and Economy Class cabins. Hospitality and service standards are a testament to the best that Serbia has to offer. TV shows and music with special inflight entertainment selections, are available exclusively in Business Class. All frequent flyers have the opportunity to join the Etihad Guest Program which is one of the world's best Frequent Flyer Programs.

Certificates

Aircraft Certificates , IOSA Certificate (IATA) - Operational Audit Programme, AOC (Air Operator Certificate), Operating Licence, Air Serbia Aero Medical Centre Approval Certificate,

Air Serbia Continuing Airworthiness Management Organisation Approval Certificate, Air Serbia Maintenance Organization Certificate, Approved Training Organisation Certificate, Approved Training Organisation Part FCL, Dangerous Goods Training Center Certificate, Etihad Line

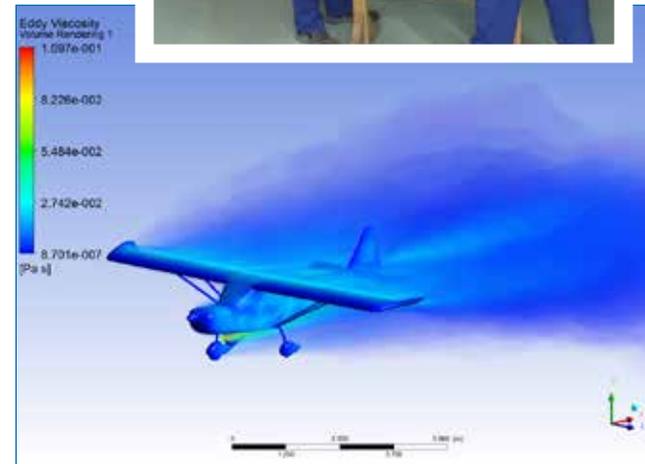
Maintenance Approval, GCAA Limited Line Maintenance Approval, Security Training Center Certificate, EASA Part 145 Approval Certificate (obtaining), EASA / TCO – Third Country Operating Approval Certificate (obtaining), ASGS Certificate ISO 14001:2004, etc.



Aero-East-Europe

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AERO-EAST-EUROPE from Kraljevo was founded in 2006. Founder and director is Milorad Matic from Kraljevo. The Company Aero-East-Europe d.o.o. has its head office and settlements in Kraljevo exactly in the same place where the famous bombers DO17 and Breguet 19 were produced. Born from the enthusiasm and love of flying, the company started as a subcontractor for the assembling of the "MXP" branded models for an Italian company (more than 80 flying airplanes only in Italy), it was so that the company rose within the deep rooted aeronautical tradition characterizing the well known technical Serbian knowledge in the aircraft realization and designing. The qualified technicians working in Aero-East-Europe d.o.o. are in fact all experienced people with a previously consolidated professional background. Later on and thanks also to the cooperation with important members of the university environment, the Company implemented and finally developed the new SILA series (Serbian Industry of Light Aircraft). In Serbia, in cooperation with the Faculty of Mechanical Engineering in Belgrade and Kraljevo continues to manufacture aircraft. Until now over 100 aircraft were delivered, while in the mean time they are producing new models series SILA (Serbian industry light aircraft). The non-regulation of construction ultralight aircraft in Serbia, Aero -East - Europe was forced to comply with the laws of the production of general aviation, which is the JAR Part 21. Accordingly, all planes are made using certified metal alloys and steel, aluminum, etc.

Technologies

Designing of airplanes and airframe parts according to airworthiness requirements and DOE procedure; Milling, welding, cutting and assembling of airplanes according EASA Part 21 and company POE procedure; Maintenance of various airplane according MOE procedure.

Products & Services

Our core activity is producing of Ultra light airplanes, EASA-LSA airplanes, EASA-VLA airplanes and special category of airplanes such as flights school airplanes, ambulance airplanes, aero photo-shooting, aerial spraying, aircraft with platform for missiles, aerial border and traffic control, aerial monitoring of areas predisposed for fire. Except production of airplanes, our company also provide service and maintenance of airplanes and we also execute minor and major repair of airplanes from other producer under their

approvals. We also provide aero - photo shooting, monitoring flights, charter flights, aerial advertising, glider towing, banner towing.

Certificates

iRMT for ROTAX 912 & 914 and ROTAX 912 iS engines; WOODCOMP – authorized service centre; German DAeC Type Certificate for airplane SILA 450 C, French DGAC Type Certificate for airplane SILA 450 C, Swedish Transport Agency Type Certificate for airplane SILA 450 C.

Collaboration Opportunities

Aero – East – Europe can provide high quality services in area of design and calculations for aircraft parts and components, also can provide services in area of aerodynamics calculations. Producing of some parts according client requirements.

Aeronautical Plant

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Colonel Milenko Pavlovic 160, 11273 Batajnica, Serbia



„Moma Stanojlović”



In 1916 Aeroplane squadron established on the island of Corfu. It has been at the present location since 1973. The Plant get the name Airforce Plant "Moma Stanojlović" in 1976 and is located 20 km from Belgrade. It covers the area of 66 hectares. Organizationally located in the Serbian Armed Forces, MoD.

Technologies

Overhaul of: Aircraft, Aircraft engine, OTO and Diesel engines, repair of radio-navigation equipment, manufacture rubber products aircraft quality, composite materials, technologies for equipment calibration, surface protection, NDT methods.

Products & Services

Aircraft Overhaul (MiG-21, Orao, G-2, G-4, Utva-75, Gazelle, Mi-8 and with the support of foreign partners are involved in the repair of MiG-29 and Mi-17), aircraft engines (turboprop and turboshaft engines, piston engines, otto and diesel engines), air defense missile systems (SA-6 Kub and SA-3 Neva), air-air missile (R-60K and R-60MK), many radar systems, equipment and armament, aircraft servicing equipment, special purpose equipment, communication system equipment, etc.

For overhaul we produce rubber-technical goods, sintering and polymerization, thermal insulation blankets and different parts and assemblies made of composite materials for Mi-8 (tail rotor blades and the revitalisation of the main rotor blades), small UAV 'Sparrow'.

Services: machining, heat treatment, surface protection, trouble shooting, metrological laboratory.

Certificates

The organization is certified by the Ministry of Defence and compliant with quality standards SRPS ISO 9001:2001 (ISO 9000:2000) and SNO 9000/05).

We are certified as a Part - 145 organizations by the republic of Serbia Directorate Civil Aviation for maintenance following aircraft (Utva 75, Gazelle SA-341/342, G-2 - Seagull, Piper Seneca V; and aircraft engines (Astazou III (A and B), Astazou XIV H, Lycoming (IO 360 and AEIO 540).

Collaboration Opportunities

Overhaul of: Aircraft and piston engine, radar systems and missiles.

Producing rubber products, thermal-insulation jackets for VIPER engines and for M84 Tanks engines, producing parts and assemblies made of composite materials (segment main rotor blades and tail rotor blades for Mi-8); heat treatment, surface protection, metrological laboratory.



Air Pink is a private Business Jet Charter Airline based in Belgrade, Serbia. It was founded in October 2004 as part of Pink International Company by the highly trained, experienced and enthusiastic small group of pilots. Air Pink's main base is the Belgrade "Nikola Tesla" International Airport - LYBE.

Technologies

Air Pink is operating fleet of Cessna Business Jets very well known as the aircrafts with low Operating Costs, but with full comfort for passengers. As well unified fleet (one type of the aircraft) provides efficient, safe and low maintenance costs too!

Products & Services

Air Pink is Business Aircraft Operator who is offering Business Aircraft Commercial Charter flights. So, due to performances of our fleet, Air Pink is flying and to/from the airports which are not suitable for big commercial airliners due to needed Runway length, Equipment etc. and in many instances our business aircraft is the best, or the only transportation option available. We are operating to/from more than 400 airports. Geographically, through Europe, East Europe, Baltic Countries, North Africa, Middle East, United Arab Emirates and some CIS countries.

Certificates

- Air Pink is holding valid AOC – Airline Operator Certificate which authorize Air pink to operate commercial air traffic!
- Air Pink is holding and valid ATO Certificate which means that Air Pink is Approved Training Organization offering pilot training for the aircraft types in own fleet.

Collaboration Opportunities

As it was said, Air Pink is offering commercial Charter Flights with business aircraft jets providing most competitive charter rates, on the market of this Industry, safe and excellent service including comfort, discretion, departures and arrivals on demand with fast embarking and disembarking through FBO's with own security, passport and customs check!

Air Pink, beside Business Jet Commercial Charter flight services, is offering and pilot training for the aircraft types in own fleet through own ATO organization, as it was explained in section: Certificates!

We are open and for any other kind of cooperation, with our clients and potential partners, in this business!



Aeromedical Institute (AMI) was established on 11th November 1945. The history of aviation medicine in our country dates back to 1911 when first selection for aviators in Air Force of Kingdom of Serbia, was obtained. From that time till the beginning of WWII, aviation medicine was a function of the Medical Department of the Air Force Command. In that period, achievements of Yugoslav Aviation Medicine (particularly in aviation physiology) earned one of highest ratings in the world. Serbia was one of the rare countries which had a Handbook of



Aviation Medicine in 1941. At its beginnings, the AMI was founded as a small specialized hospital for injured and sick aviators and was located in Zemun (Belgrade). Since 1946. selection of aviators for Serbian (Yugoslav) Air Force. In 1947, beginning of aeromedical research. Up to 1955, personel of AMI were educated in European countries and USA, later in Soviet Union too.

- 1955, beginning of Physiological training for aviators
- 1981, established a three-year residency in aviation Medicine for medical doctors certified by the Ministry of Health.

Technologies

AMI is equipped with modern medical diagnostic instruments and devices as most other countries with developed aviation. Medical devices and services in use: Hypobaric chamber, Hyperbaric chamber, Human Centrifuge, Device for demonstration of Spatial Disorientation, devices for testing of protective flying equipment, and other. All services are provided by professionals certified in aviation medicine.

Products & Services

Selection of aviators; Periodical (regular and extra) checkups/assessments of the military, civilian aviators, parachuters and air traffic controllers; Education in Aviation Medicine (theory and practice); Development and periodic (regular and extra) checkups of protective equipment and devices for aviators; Coordinating and improvement of aeromedical regulations; Enhancing the flying safety through aircraft accident investigation and protective measures suggestions; Aviation Medicine support for foreign Armies; Permanent medical readiness for transformation into war medical institution.

Certificates

AMI is certified from 2007 by the Civil Aviation Directorate for Aero Medical Centre under the number 0001, for examination of all categories and licenses.

Collaboration Opportunities

Institute provides all types of examinations for military and civilian pilots, paratroopers, navigators, controllers, flight engineers and air crew staff, and provides certifications for JAR-FCL-3. AMI is part of the University of Military Defense, provides education for specialization of aviation medicine, for domestic and foreign doctors.



CPS-CAD Professional Systems Belgrade, is a privately owned company established in 1994 by professionals with a broad background in the former Yugoslav aeronautical industry. Although the primary market focus for our company is CAD/CAM/CAE engineering in Serbia, we have also developed outstanding professional and business contacts with several foreign aeronautical and automotive companies. In the last 10 years, special attention was given to domestic and foreign partners in the field of Aerospace and defense industry. For the needs of the Ministry of Defense of Serbia, we have carried out several highly complex projects, including revitalization of helicopter blades for the MI-8 helicopter; manufacture of canopies for the Super Galeb G-4 airplane, design of a new gas mask, creation of the exploitation documentation for the Lasta airplane in accordance with the S1000D specification, etc. Through many years of cooperating with the Swiss company MECAPLEX, we have successfully carried out a series of projects involving reverse engineering technology, modeling of complex transparency surfaces for more than 15 types of airplanes and helicopters, and creation of technical and exploitation documentation compliant with the ASD S1000D Specification.

Our company has developed TOPINS software solutions for aircraft transparencies optical quality inspection. This is the first commercially available software in the world and is already in operational use.

Today, we can offer 10 working stations with a state-of-the-art CAD/CAM/CAE software and a special software for producing technical publications in compliance with

the ASD S1000D Specification, operated by engineers with decades of experience.

Technologies

- CAD/CAM/CAE; 3D scanning; IT solutions for aircraft transparencies optical inspection; ASD S1000D.

Products & Services

- Industrial Design;
- Reverse engineering;
- TOPINS – software solutions for aircraft transparencies optical inspection;
- Component and assembly design, product design, tooling and fixture design;
- Technical publication compliant with the ASD S1000D Specification.

Certificates

- Certified PTC training partner for CAD/CAM/CAE and PLM solutions; ISO 9001.

Collaboration Opportunities

- Industrial Design;
- Reverse engineering;
- TOPINS – the software solutions for aircraft transparencies optical inspection;
- Various aspects of technical publication process compliant with the ASD S1000D Specification, from technical authoring and delivery of simple manuals or service bulletins, to development of complex interactive electronic technical manuals and publications (IETMs / IETPs like Maintenance Manuals, Illustrated Part Catalogs, Crew Check Lists, etc.).



Composite Technology Team (CTT) is an innovative company based in Belgrade, Serbia that specializes in the design and manufacturing of composite products, ranging from the aerospace industry to advanced sporting equipment. CTT is a privately owned company formed in 2006, driven by a passion for composite technology. CTT's focus is in the aerospace industry, with product line that includes unmanned air vehicles branded as Tesla UAVs and a line of ultra-light aircraft branded as SkyWolf. Innovative spirit and problem solving capability has allowed CTT to expand its product line to include a series of advanced sporting simulators and equipment.

In addition to its product line, CTT offers engineering, manufacturing and prototyping services with a proven track record of meeting customer requirements on schedule.

The Management of Composite Technology Team and all its employees are committed to the quality of our products and stated quality objectives.

Technologies

- Engineering: CAD, CAM, CAE, FEM, CFD, CNC programming.
- Production: Composite Tooling; CNC machining; Composite production: Hand Layup, Vacuum bagging, Vacuum infusion, LRTM, Compress molding; Rapid prototyping.

Products & Services

Composite Technology Team's engineering department is able to provide engineering services that span the entire lifecycle of the product – from concept, detailed design and

- prototyping, to the end-of-life support.
- TESLA UAVs: Tactical UAV NT150, Small UAV NT15, Tactical UAV NT158, MALE NT155.
- Light sport aircraft Sky Wolf.

Collaboration Opportunities

Research and development across the full spectrum of issues related to the engineering and production of aerospace advanced composites structures; Development of new UAVs and light sport aircrafts; Composites UAV and light aircraft prototype production; Low serial production.



The Company EDePro (Engine Development and Production) has a long tradition in the development, design, and production of turbojet and rocket engines. The foundations of the Company were laid thirty years ago, when the Laboratory for Jet Propulsion was founded at the Faculty of Mechanical Engineering of the University in Belgrade. Nowadays EDePro has grown into a successful, internationally renowned Company engaged in the research, development, production, and trade of the new and modernization of the existing munitions and defense equipment, as well as in the application of high-tech solutions in hailstorm defense and other civilian applications.



Technologies

- Production of thermoplastic composite rocket propellant grain;
- Production of thermo-isolation materials;
- Production of navigation systems (INS and AINS).

Products & Services

The Company production program includes the following projects: rocket motor for 122 mm artillery rockets, GM and G-2000, gyro-stabilized artillery rocket R-107 of 107mm caliber for multi-barreled rocket launchers with the maximum range of 11 kilometers, gas generators for artillery ammunition, with calibers ranging from 76mm to 155 mm, composite solid propellant sustainer rocket motor for air defense system Neva/Pechora, different types of INS/IMU units and board autopilot sets for different flying platforms.

The large part of EDePro's production and development program is based on original design and production of low-to-medium-power gas turbine systems. EDePro activities are focused on



three product lines: turbojet engines for missiles, target drones and unmanned aircraft, auxiliary power units and starting systems. EDePro Company has technologically advanced testing laboratories for turbojet engines and rocket motors, solid rocket propellants as well as for the materials used in aircraft construction.

Certificates

G-2000 Artillery Rocket

Collaboration Opportunities

EDePro is looking for investors to develop new projects- High Speed Target Drone, Unnamed Helicopter "Rapier" and revolutionary 5-seat Light Transport aircraft "Sky pickup".



Institute Mihailo Pupin (IMP)- Computer Systems is a regional innovative leader in the field of electronics and information-communication systems intended for implementation in government bodies and companies in various sectors.

The Institute has provided continuing customer trust and reputation in the local community due to constant research of the up-to-date scientific achievements, development and production of complex systems tailored to customer demands and long-term support of customers in the exploitation of sophisticated systems for almost seventy years. Satisfying the strict requirements in terms of reliability of the system and data security, the Institute offers high-tech system solutions for telecommunications, radar systems, unmanned aerial vehicles, control-information systems, simulators and training aids.



Technologies

Process Control and Supervision Systems, Traffic Management, Robotics, Signal and Image Processing, Simulation & Modeling, Real-time Systems, Knowledge-based Systems, Internet/ Intranet Information Systems, E-collaboration, e-commerce, e-government, Telecommunications, Sensors & Measurement

Products & Services

Radar Systems

At the request of the customers the Institute produces modernizing sets for surveillance radars of older generation. Mihailo Pupin Institute is a pioneer in the production of the solid state transmitters for surveillance radars in the Southeast Europe.

Telecommunications

Software - defined VHF / UHF family of the modular designed radio units for flexible range of applications in protected communications. We are engaged in research and development in the field of selection and

stabilization of frequencies, as well as production of crystal units, filters, oscillators and magnetic materials.

Unmanned aerial vehicle (UAV)

UAV ground station enables planning missions and control of all phases of tactical unmanned aerial vehicle flight.

Command and control systems (C2)

Such C2 corresponds to the requirements of the modern Air Forces and it provides the necessary information at all levels of command and planning for the effective execution of missions.

Simulators and training aids

So far we have delivered 86 simulators and training aids, which make us the industry leader in this field in the Southeast Europe. Our simulators includes: flight simulator, tank simulator, submarine simulator, UAV ground stations simulator, and tactical simulator of the anti - aircraft defence.

Collaboration Opportunities

R&D and the small serial production.





IRITEL was founded in 1967. Today, with some 160 highly educated and skilled employees, IRITEL is a well-established company highly ranked as a major player on the Serbian telecommunications market. IRITEL is accredited as a R&D Institute with the Serbian Ministry of Science and Technological Development. From the beginning IRITEL was working for military institutions and has the appropriate credentials. Our main business activities are: R&D, design, manufacturing, engineering, consulting, maintenance and technical and customer training. For over four decades IRITEL has been working in the following areas of telecommunications and electronics: digital transmission (optical and access systems), digital radio communications, power electronics, in-house SMT and PCB design and manufacturing, quality assurance. IRITEL has a Quality Management System. All devices and systems are manufactured and tested in IRITEL.

Technologies

- Manufacturing and SMT assembly of electronic devices;
- R&D, manufacturing, engineering, maintenance in telecommunications.

Products & Services

Optical multiservice transmission systems:

- OTN/DWDM; NG-SDH

Access systems

Power electronics

Radio communications:

- radars: modernization, maintenance, software radar concept
- electronic warfare systems: radio surveillance, monitoring and jamming systems
- VIP protection

Manufacturing and assembly of electronic

devices:

- PCB design service
 - Electronic and electromechanical assemblies
 - Temperature cycling
 - Burn-in test
 - Two surface mount manufacturing lines
- SMT Assembly:
- Automatic continuous flow SMT line with 70,000 chp/h capacity
 - Components QFP, QFN, CSP
 - BGA, μ BGA ≥ 0.5 mm
 - RoHS & non-RoHS Services
 - PTH, SMT & mixed technology, Hi-Tech assembly
 - Selective soldering of TH components

Quality Assurance:

- Reliability prediction
- Burn-in testing
- Environmental testing
- Attesting

Certificates

ISO 9001:2008

ISO 14001:2004

OHSAS 18001:2007

Collaboration Opportunities

IRITEL can provide high-end telecommunication devices and systems of its own design or by OEM arrangement. IRITEL can provide services in:

- manufacturing and assembly of electronic devices
- quality assurance
- engineering in telecommunications



The airline AEROPUT founded technical division in 1932 (first shops for aircraft maintenance repair and overhaul). After the Second World War, AEROPUT changed the name to JAT (Yugoslav Airlines), until 2003, when Jat Airways was founded. The company kept the tradition of in-house fleet maintenance. Jat Tehnika was founded on the 1st January 2006, separated from mother company Jat Airways. With over 85 years of maintenance tradition, a lot of component shops and a lot of hangar space, situated at Belgrade airport "Nikola Tesla", Jat Tehnika is now the best equipped MRO centre in the South-Eastern Europe.

Products & Services

Jat Tehnika offers a broad spectrum of maintenance activities such as aircraft maintenance (B737 Classic/NG, Airbus A320 family and ATR42/72 full heavy and line maintenance), engine shop maintenance (CFM56-3 series overhaul, on-site video boroscope inspection, special processes – machining, welding, plasma thermal spraying, heat treatment), component maintenance (B737 and ATR 72 landing gear overhaul, hydraulic components, pneumatics, electronics, navigation system, APU), Non Destructive Testing (eddy current, x-ray, penetrants, magniflux, ultrasonic) as well as services of Engineering Department (EASA Part 21 Design Organization, maintenance programs and

documentation development, consulting, record auditing, subcontracted CAMO functions), etc.

Certificates

Maintenance Organization Approvals - PART 145:

- Europe - EASA Approval - EASA.145.0304,
 - USA - FAA Certificate - YSMY254J,
 - Serbia - Certificate - RS.145.0016,
 - Russia - Permission 03.03-351,
 - Bermuda - Certificate - BDA/AMO/310,
 - Turkish - Certificate - TR.145.F0020,
 - Bosnia and Herzegovina - Certificate - BA.145.R.008/6,
 - Bailiwick of Guernsey- Maintenance Organization Validation Certificate - 2-REG.145.10,
 - Kazakhstan - Validation Certificate,
 - Qatar - Certificate of Acceptance - QCAA/FAMO/139,
- Design Organization Approval - PART 21:
- Europe - EASA Approval - EASA.21J.376

Collaboration Opportunities

We offer total maintenance support for narrow-body airframe, aircraft engines, components, different NDT methods and all other services pursuant to Jat Tehnika capability list.

Konelek

www.aero.konelek.com • office@konelek.com • +381 11 2613 865

Cara Dusana 35, 11080 Zemun, Serbia



Konelek is small size private aerospace engineering and manufacturing company located in Serbia, founded in 1986 as an electronic workshop and was upgraded to a limited company in 1990. In 2011 company entered aerospace market with manufacture of the ground support equipment for aircraft and since then has a small but steady growth. Manufacturing work is focused on manufacture of various types of aerospace tooling for aircraft build and maintenance. Engineering work is focused on aircraft design and analysis and aircraft tooling design.

Konelek is part of a supply chain of the major European and world's original equipment manufacturers through their tier one and tier two suppliers such as Strata Manufacturing, Sonovision, FACC Operations. Konelek is currently biggest supplier to Airbus in Serbia where we make more than 650 part numbers of ground support equipment for Airbus civil aircraft. 80% of our total work is done on Airbus aircraft. Planned turnover for 2015 is €1 million. Management of the company are former Airbus employees familiar with Airbus ways of working awarded in the past with multiple Airbus Excellence awards.

Technologies

- Engineering design and analysis: Catia, Nastran, Patran, Ansys, Abaqus, 3DCS, etc.;
- CNC machining: milling, lathe turning;
- Classical machining: milling, lathe turning, broaching;
- Cutting tool manufacture: milling cutters, special reamers;
- Electrical spark erosion: wire and electrode;
- Sheet metal work: bending, forming, press forming;
- Surface protection: anodization, black oxide, zinc plating, nickel plating, phosphating, nitridization, etc.;
- Painting, plastic coating;
- Assembly work;
- Welding: arc, MIG, MAG, TIG, etc.;
- Composite materials manufacture out of autoclave.

Products & Services

Ground support equipment design and manufacture;

Aircraft jigs and tools; Engineering design of aircraft jigs, tools and ground support equipment GSE; Engineering design and analysis of aerostructures; CNC programming; Technical publications; Inspection Services: measurement and FAI compilation.

Certificates

ISO 9001-2008

Collaboration Opportunities

Manufacture of aircraft jigs and tools; Repair of aircraft jigs and tools; Engineering design of aerospace structures, tooling and manufacturing processes; More electrical aircraft architecture development; CNC programming; Technical publications development; Die and mold tool manufacture; Jet engine blade molds design and manufacture; Special cutting tools manufacture: special milling and reamer cutters for aircraft maintenance; Inspection Services including FAI compilation.

Laurence Walter Serbia

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Kovinski Put BB, 11300 Smederevo, Serbia



Laurence Walter Serbia (LWS) is located in Smederevo next to the Sport Airfield Smederevo. LWS is subsidiary of the English company The Mel Group based in Sudbury, UK. Our company in Smederevo was founded in 2006 as a greenfield investment. LWS has 5400 sq. meters of production space.

LWS main activities include:

- Ground Support Equipment (GSE) for military aircrafts Eurofighter Typhoon and Hawk;

- Various aircraft oxygen components including moulded parts;
- Dehumidification Adopters.

LWS has very skilled and trained man power. All people in LWS successfully passed long term training in the parent company in the UK.

Parent company The MEL Group has a long history in the aerospace industry and is engaged in manufacturing, repair & overhaul of aviation equipment, devices, components and test equipment.

Technologies

- engineering, machining, welding;
- assembling of pneumatic, hydraulic and electronic components, finishing and testing;
- moulding and production of various rubber, plastic and silicone aviation products.

Products & Services

GSE: Liquid Conditioning Rig, Radar Cooling Rig, ASP Dormancy Test Kit, Fuel Test pressure Rig, Flying Clothing Rig, Windscreen and Canopy Check Stand etc.

Oxygen equipment: Compensated Dump Valve, Expiratory Valve, Oxygen Case etc.

Moulding items: Face pieces, Hoses, Inspiratory valves, Diaphragms Dehumidification Adopters etc.

Certificates

Within the group we have many aviation certificates : ISO AS 9100, EASA Part 145, FAR 145, EASA Part 21 Subpart J, EASA Part 21 Subpart G, Nadcap, Rollce-Royce C of A, DOT Approval, UKAS, TCCA, ISO 9001.

Collaboration Opportunities

Thanks to our experience in the aerospace industry, as well as financial and technical support of our parent company, we can quickly and efficiently provide the necessary conditions for new products and successfully start the production or maintenance.



LPO was established in 1976 as a member of the defense industry of former Yugoslavia with one main task – to produce two stages of LPT blades and two stages of vanes for the RR Viper engine. At the beginning of 1980s, LPO successfully developed processes for more than 80 part numbers for the mentioned engine.

After troubled 1990s, LPO entered into a privatization process. Israeli company Bet Shemesh Engines Ltd. (BSEL) purchased 70% of LPO shares in January 2003. Today, BSEL is a 100% owner of LPO.

Under the new ownership, significant investments were made in infrastructure (new machine shop

building, heating, A/C, compressed air, etc.), equipment (robotized dipping line, batch pre-heat furnace, heat treatment furnace, second vacuum melting furnace, machining equipment, HIP facility, etc.) and training of LPO engineers and inspectors.

Today, LPO has over 6,000 m² of production space, out of which over 1,200 m² is composed of the new machine shop building opened in September 2014, and more than 70 employees. Over the past 10 years, LPO has supplied more than 800,000 castings to world's leading aerospace companies such as MTU and Hamilton Sundstrand.

LPO's vision is to become a "one stop shop" covering design, production and repair.

Technologies

- Precise castings for aerospace industry – engines;
- Machining of parts for aerospace industry;
- HIP – Hot Isostatic Press.

Products & Services

- Vacuum castings from Ni/Co base alloys: LPT blades, vanes, structural parts up to 5kg;
- Turning, grinding, milling of castings and forgings from Ni/Co base alloys;
- Heat treatment and HIP (Hot Isostatic Press);
- NDT inspection in accordance with aerospace standards.

Certificates

- AS9100 Rev C;
- MTU Aero Engines – Approved Supplier;
- Hamilton Sundstrand (UTC) – Approved Supplier.

Collaboration Opportunities

LPO can provide high quality products and services including precise castings and machined parts for aerospace industry, HT and HIP service, and NDT inspection according to aerospace standards (FPI, MPI, X-ray, CMM dimensional inspection) – Level II & III for X-ray and FPI, Level II for MPI.



Military Technical Institute (MTI) is the largest Serbian military research and development institution and operates within the framework of the Republic of Serbia Ministry of Defence. Military Technical Institute was established on November 3, 1948. By going through various forms of organizational, personnel and scientific-professional modifications MTI has been creating and developing its identity not only in Serbia but also abroad. During the time MTI recorded tremendous progress. New scientific methods in solving scientific-research and development assignments were introduced, and the activities were broadened to numerous scientific disciplines. The activities of MTI are primarily focused on development of weaponry and military equipment as high technology products. This objective is successfully accomplished so far, since over 1300 weaponry and military equipment

products, developed in MTI, entered the operational use in the Army of the Republic of Serbia, of which more than 300 in the field of aeronautics. MTI has modern hardware and software basis for the design of the aircraft. Numerous new technologies, state-of-the-art materials and modern testing methods have also been deployed with time. MTI employs more than 600 people, from this number of jobs in aeronautics works more than 200 people. More than 80% of employees are research staff. The Laboratory potentials of the MTI have been developed for close to 70 years. Today, MTI has at its disposal 24 modern laboratories, of which more than 10 works on aerospace programs. Some of them are worldly known and are of international importance, some are unique in Balkan region and most of them exceed military importance and can be regarded as a national resource of the Republic of Serbia.

Technologies

Research and development in the field of defence technologies.

Products & Services

Products - Design of Aircraft: G-2 Galeb, Kraguj, G-4 Super Galeb, Orao, Lasta.

UAV: Vrabac, Pegaz

Services - Static and dynamic strength, rigidity and vibration testing of aerodynamic structures, wind tunnel testing, electrical and electronics testing of avionic systems.

Certificates

- MTI fulfils Quality Management System in

accordance to SRPS ISO 9001 and SRPS ISO/IEC 17025 standards.

- MTI is certificated at Ministry of Science and Technological Development as scientific and research institute of Republic of Serbia
- Design Organisation Approval RS.N.21J.001 – CAD of RS

Collaboration Opportunities

Possibilities for cooperation with national and foreign partners on commercial principles in international projects in the fields of aircraft design, trainings and courses for design, structural analysis, aircraft systems integration and testing.

Morson Belgrade

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Morson doo has been operating in Serbia since 2005. For the period of 10 years it has been involved in Airframe design and analysis for some of the most important aircraft projects like Airbus A350 and A380, Bombardier C-series, CRJ-1000, Learjet 85 and Aermacchi M-346.

Engineering team consists of skilled design and stress engineers, some of them with international experience in companies such as Airbus, Boeing, Embraer, Bombardier, and Aermacchi.

Morson d.o.o is specialized in airframe design and development, both metal and composite.

Company has the ability to offer complete support from initial concept design through to final certification phase, together with associated project management.

Technologies

Morson doo office utilizes design and analysis tools, methods and standards as per customer requirements.

Office has broadband link to Airbus design vault via Airbus risk sharing partner (VPM/PDMLink) and engineers are trained and licensed for work on Airbus programs.

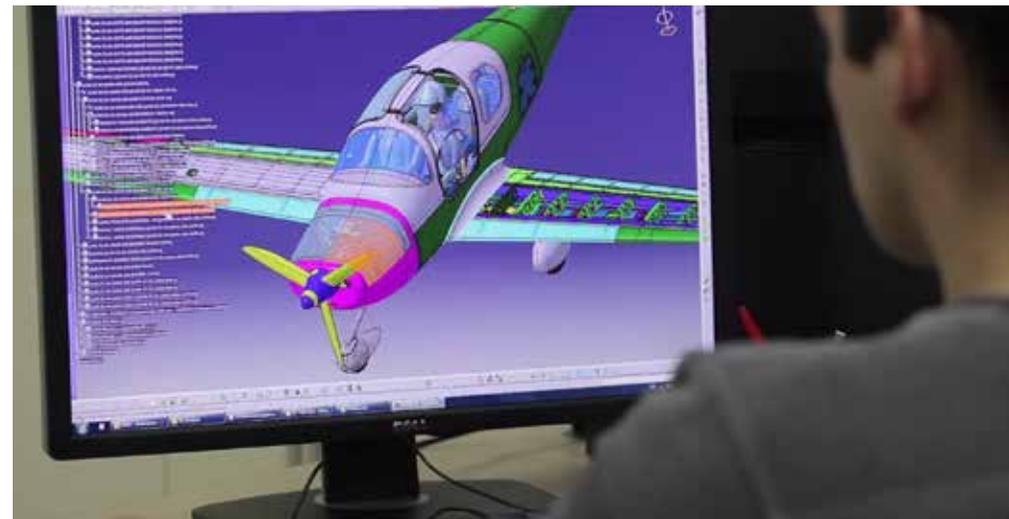
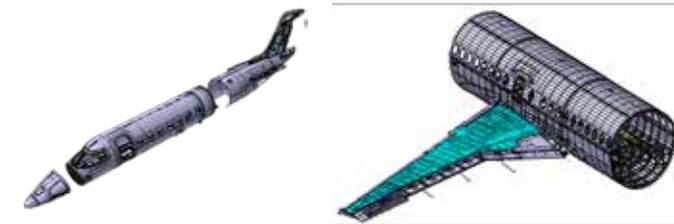
Design team members have Airbus certificates for VPM/PDMLink design vault and Bombardier design vault certificates as well.

Products & Services

Airframe design and development: preliminary to detail design, structure optimization, weight and mass control, manufacturing support, concessions, FEM, static and F&DT calculations, check stress, type certificate reports.

Collaboration Opportunities

Morson doo provides services of skilled design and stress engineers covering disciplines of Structural Design and Structural Analysis, from conceptual design up to final certification phase such as: preliminary design, detail design, structure optimization, weight and mass control, manufacturing support, concessions, FEM, static and F&DT calculations, check stress, type certificate reports, etc.



Orao

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Sabackih djaka bb, 76300 Bijeljina, Republika Srpska, BiH



Founded in 1944, "Orao" went through all phases concerning development of its activities. MRO of aircraft turbojet engines of all kinds are nowadays performed „under one roof“ with its the most contemporary equipment and highly skilled. Orao is located on an area of 100,000 m². Workshops and offices have a total space of over 14,000 m². Orao has 410 employees, of which over 100 have college or university degrees.

Orao has RR Viper certificate for production and maintenance of turbojet engines. Furthermore, Orao

successfully overhauls engines of Russian origin, such as used for MiG-21 and MiG-29 aircrafts. Orao produces parts according to the requirements of reputable customers, such as: Rolls-Royce, GE, MTU, Turbomeca, SKF Actuators.

Today's resources are mostly directed towards PWC and WSK Rzeszow Poland engine programs. Also, over 1000 constant customers are using the Laboratories services in terms of calibration of gauges.

Technologies

Cleaning & washing, NDT defectoscopy (MPI, FPI, ECT, RT, UST, endoscopy), CNC Machining, Forming, Electric Discharge Machining (EDM), Electro-chemical plating, Plasma, HVOF & PVD coatings, TIG Welding, Electron Beam Welding (EBW), Heat treatment in vacuum, Shot peening, Balancing of rotors, Painting, Polishing and lapping, 3D CMM measuring, Testing of accessories, Final testing of turbojet engines up to 12000 daN.

Products & Services

MRO and testing of turbojet engines, their subassemblies, components and accessories; Manufacture of spare parts and special tools for MRO process, so as manufacture on a customer's request; Laboratory services in the area of law metrology - calibration of different types of gauges and measuring instruments, and in the area of testing of chemical composition and physical-mechanical characteristic of materials or products; Deposition of different galvanic and chemical protection coatings on metal parts.

Certificates

NF EN ISO 9001:2008 & AS/ EN/JISQ 9100:2009 (BVC, Paris); SRPS ISO 9001 & SORS 9000/05 (MOD Srbije); BAS ISO/IEC EN 17025. (BATA, Sarajevo); Part 145 (BHDCA, Banjaluka)
Also, ORAO has internal approvals for special processes from Pratt & Whitney Canada, JAT Tehnika & UTAS (Hamilton Sundstrand).

Collaboration Opportunities

Production and maintenance of spare parts for turbo-fan and turbo-jet engines of the newest generation according to PMA approval; MRO program expansion with the newest types of turbo engines, components and accessories; MRO mastering of helicopter engines, such as: TV3-117, etc.





Proaviator is first independent, non-airline owned ATO in the region, located in Belgrade. We are CAD approved ATO, certified according to EASA Part FCL. Established in 2006, so far we have completed a variety of PART FCL courses for more than 350 candidates. Our clients include charter and national airlines as well as self-sponsored students. A team of highly motivated aviation professionals, with years of experience and thousands of hours spent in airlines worldwide, are providing high quality but cost effective training, through creation of conducive training environment, early integration of Human Factor and development of Evidence Based Training with the aim to professionally prepare the trainee for his future career as airline pilot.



Technologies

We are using latest technology in training delivery like Computer Based Training and state of the art Full Flight Simulators at different locations. Interactive ground training including CBT, Web based training, FMS Trainers and various instructional aids are installed in our training center. For simulator training we use modern FFS devices at different locations.

Products & Services

Proaviator training programmes are designed to qualify the trainee to be a safe and competent, professional (aviator) pilot. Proaviator offers training for following aircraft types: Boeing 737 300-900, Fokker 70/100, ATR 42/72, Airbus 320, Embraer 170/190. Specific airline SOP can be used during all courses whereas that material is supplied to us at least two weeks prior to training.

Type Rating Training

The aim of this training is to achieve a high standard of overall performance; maneuver and operate the airplane accurately within its limits under normal, abnormal and emergency situations. Ground training part consists of computer based training and

classroom instruction followed by Mock up procedures training. The simulator training part includes Fixed Base Simulator (FBS) and Full Flight Simulator (FFS) sessions culminating by skill test.

Instructor Training

The courses are in accordance with EASA requirements and cover all aspects of instructor skills as required by the EASA and CAD.

Human Factor Training

Human Factors have received increased attention during last ten years. This training is about our working and living conditions and about our relationship with machines, procedures, environment and with other people.

Certificates

CAD Part FCL ATO certificate number SRB/ATO-004.

Collaboration Opportunities

Proaviator ATO is willing to collaborate with different ATO, airlines and individual students. We are flexible, adaptable and mobile in order to fulfill your training needs. We invite you to enquire about how we can meet your training needs.



Special products factory



Prva petoletka was established on 23 March 1949 with the basic orientation of production equipment and systems for the defense industry. Within the Prva petoletka PPT NAMENSKA was constituted in July 1972. Since 1991,

operates as an independent entity. Today, PPT-Namenska has about 600 employees. In line with its technological capabilities today occupies a very important place within the Serbian defense industry.

Technologies

- Machining of parts;
- Heat treatments (soft and hard incandescence, hardening and tempering, hardening in chloro-hydrogenic acid, protected atmosphere and vacuum, induction hardening, carburizing and carbon-nitrating in gas, short and long term gas nitrating, nitrating as per Tenifer Specification);
- Surface protection (Chroming, nickeling, anodizing in chrome and sulfur-acid, zinking, phosphating;
- Testing (Drop testing, Strength testing, Fatigue testing, Functional testing, Vibration testing, Environmental testing).

Products & Services

- Landing gears, hydraulic and electro-hydraulic servo-actuators for primary and secondary flight controls, opening-closing door system, fuel components for jet airplanes engine fuel supply, hydraulic and fuel pumps, hydraulic motors, cylinders, electro-hydraulic servo-distributors, valves, hydraulic accumulators, pressure and flow regulators, filters and other devices for hydraulic and pneumatic installations;
- Helicopter hydraulic components: hydraulic power packs, main and support rotary servoactuators;
- Ground equipment for maintenance and overhaul of aircraft.

Certificates

PPT-Namenska established a quality management system SORS 9000/05 and SRPS ISO 9001: 2008 certification in the field of: Design, development, production, repair, maintenance, and specific tests of components (hydraulic, servo and pneumatic) for aviation.

Collaboration Opportunities

PPT-Namenska is able to provide products and services in the field of aviation industry. It has extensive experience in the field of the production of components and devices for military and civil aviation.

Sky Partner R.S

www.sky-partner.rs • office@sky-partner.rs • +381 11 2097 261

Aerodrom "Nikola Tesla", 11000 Belgrade, Serbia



SKY Partner R.S Ltd was founded in October 2012 in Belgrade, Serbia by SAMSIC Group and Groupe CRIT who are in such manner brought more than 20 years of experience in ground handling to Serbian market.

Company was established as a centralized load control and ground handling agent at Belgrade Airport Nikola Tesla (BEG).

Technologies

SKY Partner R.S Ltd operates centralized load control (CLC) center in Belgrade, utilizing Altea and iPort DCS – Flight Services, Departure Control System (DCS) built on new generation technology.

The investment represents a significant step up from some of the widely used departure and load control systems which are increasingly outdated in today's fast moving airline industry. The technology allows our airline clients to streamline operations and maximise revenue on every seat. CLC center operates 24/7.

Although the Altea and iPort options proves popular with many clients, we can also tailor load control solutions using a DCS of the customers choice.

Products & Services

SKY Partner R.S is an approved and licensed Ground Handling Agent at Belgrade Nikola Tesla Airport. Company is certified by The Civil Aviation Directorate of the Republic of Serbia as a Ground Handling Agent and provides the following services:

- Station Management and Administration
 - Station Management
 - Flight Supervision
 - Crew Transport and Hotel Arrangements
 - Irregularity Operations Support
- Passenger Services
 - Welcome Function
 - Check-in & Boarding
 - Transit Desk
 - PRM Assistance
 - Lost & Found Assistance
- Ramp & Cabin Services
 - Aircraft Handling
 - Cabin Cleaning
- Flight Operations and Load Control
 - Flight Plan Assistance
 - Flight Planning
 - Flight Watch
 - Communications
 - Load Control (up to Centralized Load Control)
 - ULD Control

Certificates

Ground Handling Certificate No:013-03 issued by CAD of Republic of Serbia.

SMATSA

www.smatsa.rs • kl@smatsa.rs • +381 11 3218 123

Trg Nikole Pasica 10, 11000 Belgrade, Serbia



Serbia and Montenegro Air Traffic Services



SMATSA LLC was founded on December 29th 2003 as a limited liability company, by the Government of the Republic of Serbia and the Government of the State of Montenegro. SMATSA LLC operates in full compliance with the national and international legislation, as well as with relevant international agreements. SMATSA LLC and its founders are members of several aviation organisations such as EUROCONTROL, ICAO, ECAC, CRCO, IACA & CANSO. Republic of Serbia and the State of Montenegro have signed multilateral Agreement on the establishment of a European Common Aviation Area (ECAA), which aligns national aviation laws with those of the EU. SMATSA provides Air Traffic Services above 3 states – the Republic of Serbia, the State of Montenegro and a portion of upper airspace of Bosnia and Herzegovina. From 30th of April 2015 SMATSA and CCL have implemented first Cross Border Free Route Airspace Concept within 3 FIRs (Belgrade, Zagreb and Sarajevo), above 4 states (Serbian, Montenegro, Croatia and Bosnia and Herzegovina).

Technologies

SMATSA Llc implements most modern and highly sophisticated air traffic management systems as well as integrated air navigation systems, flight inspection equipment and training technologies.

Products & Services

The primary and predominant business activity of SMATSA Llc is Air Navigation Service Provision, with additional services including air traffic control officer training, flight training, CNS, MET and AIS staff training, flight inspection of ground based radio navigation aids, aircraft maintenance services and consultancy services in various area, such as: Organizational concepts, System design, operational concept and implementation, Operational documentation and airspace

design, Safety Management System and Quality Managements Systems.

Certificates

- ISO 9001:2008 Certificate;
- Certificate for Provision of Air Navigation Services;
- Approval Certificate for Providing ATCO Training in Training Centre – Training Centre
- Aerial Work Certificate (AWC);
- EASA Part 145 Maintenance Organisation Approval Certificate.

Collaboration Opportunities

SMATSA Llc can provide air traffic control officer training, flight training, CNS, MET and AIS staff training, flight inspection of ground based radio navigation aids and consultancy services in various area mentioned above.

Technical Test Center

www.toc.vs.rs • toc@toc.vs.rs • +381 11 3005 065

Vojvode Stepe 445, 11000 Belgrade, Serbia



Technical Test Center (TTC) is formed after the integration of Technical Test center for ground forces, Air Force Test Center and Naval Test Center on 01.08.2006. Technical Test Center is a military scientific research institution of the Serbian Army, authorized for the final, verification and homologation testing of armament and military equipment and metrology for all Serbian defense system. Tests determine the degree of satisfaction of the set of tactical and technical requirements and compliance of armaments and military equipment with the technical regulations in the field of defense.

Airborne vehicles and associated equipment final and verification testing as part of TTC carry out at Batajnica Air Force Base.

Technologies

TTC uses various instruments, measuring test sets and data acquisition systems (e.g. PCM/FM Telemetry, Theodolite EOTS, DGPS, Parachute acquisition systems etc). TTC is responsible for the design of the measuring system and their integration with the test object in order to collect data for data reduction and post flight data analysis. The criteria in testing are based on the implementation of national standards (SRPS and SORS) and international standards (CS, MIL and ICAO).

Products & Services

Testing and evaluation of airborne vehicles and associated equipment in TTC are related to: flying performance, flying stability and control, airborne vehicle power plants, airborne vehicle systems, avionics, weapon control systems, electronic warfare systems, reconnaissance equipment, weapons, towed targets, ground

support equipment, parachutes (all types), flying and protective gears, aircraft/helicopter noise. Also, TTC is responsible for the development, implementation, organization and conduct of applied research related to new methods of measurement and processing of measured parameters. TTC is also responsible for aircraft capabilities presentation on airshows and meetings.

Certificates

- Certificate of SRPS ISO/9001:2008
- Certificate of SRPS ISO/IEC 17025:2006
- TTC is authorized to perform civil aviation applications based on the Aircraft flight test Certificate issued by Serbian Civilian Aviation Directorate.

Collaboration Opportunities

TTC has ability for testing and evaluation of airborne vehicles and associated equipment based on the implementation of international standards.

Teleoptik Ziroskopi

office@ziroskopi.rs • +381 11 2614 522, 2105 439

Filipa Višnjića 31, 11080 Zemun, Serbia



Factory "Teleoptik" was established on April 22nd, 1922. named "The first Yugoslav factory for telephony and precision engineering". Since April 23rd, 1945. it's founded under the name "Teleoptik", and from October 1st in 1958 it expanded the name to the factory of precision instruments, equipment and automotive devices, "Teleoptik". Through the evolution of several BOAL "Teleoptik-gyroscopes" exists as a separate entity as of 1973.

The production program includes: Aircraft and helicopter instruments and equipment for domestic aircrafts (Gazelle helicopters, Hawk J-21, J-22, Eagle, Super Seagull G-4, Yachts, Utva - 75, and the newest training aircraft Swallow 95);

Sector of leadership and management of missiles and missile systems (Maljutka, Arrow 2M, Arrow 10M, Arrow 10 with GCV system, autopilot programmed to target missile PRM-200, Thunder, etc.). In recent years, the emphasis is focused on the development of optical instruments and aiming devices, collimator sight NK M09 for aviation program; passive sights; silencers for different calibers of rifles and handguns. In addition to the basic production program we provide maintenance and repair services for both, our and for other related programs (APX helicopter sight, balls Anshütz gyro, gyro blocks for tanks T-55, T-72, M-84, M-84A).

Technologies

Equipment for domestic aircrafts, High precision instruments for various types of aircraft, Valves that can be used in various types of aircraft and pneumatic installation.

Products & Services

Our product program and repair instruments that can produce: tachometers, pilot locks, pilot sticks, pilot compass, pito and pito static tubes, landing gear position indicator, variometers, altimeters, gyrohorizon (electric type), pressure measurement, cabin altimeter, security tachometers, accelerometer, temperature controller, reduction valve, fuel gauge, sensor temperature, anti "g" valve, sensor for low pressure, encoder oxygen flow and other aircraft instruments.





Unimet d.o.o provides its customers with CNC turned and machined parts, sheet metal parts, assembling and testing of parts and instruments.

Our head office is situated in Kać, next to Novi Sad in north part of Serbia. We have two manufacturing locations, one in Kać and the other in Rudnik, 80 km south of Belgrade. In Kać we have five production facilities covering 6500 m² workspace and in Rudnik approximately 2000 m².

Our highly productive CNC machines are capable of executing complex and precise demands. Our machines are of renowned Japanese, American

and European brands. We currently have about 60 CNC machines at our disposal.

Unimet was established in 1980. Today we employ more than 300 people. Our mission is to supply high quality components and sub-systems to customers world-wide. Highest customer requirements for delivery and product quality are met through constant improvement of employee's skills and high organization flexibility. We fulfill customer expectations in the way that satisfies all stakeholders and preserves our environment.

Our vision is to become and remain a world-class manufacturing organization.

Technologies

Materials that we machine are: Aluminum, steel, stainless steel, brass and bronze, titanium, super alloys like inconel and cobalt.

Products & Services

Services that we offer: Turning from diameter 1mm up to diameter 400mm, milling, sheet metal punching on CNC presses and tool design for our mechanical presses, grinding, welding, laser welding and laser engraving. We can also offer passivation and electro-polishing.

Industries that we deliver our services to are: process industry, automotive, aerospace and medicine. We export 100% to EU, Canada and USA.

Certificates

ISO9001; ISO14001; OHSAS18001; EN/AS9100

Collaboration Opportunities

In the beginning of 2010 Unimet enters the aerospace market with a 10 year agreement signed with Pratt and Whitney Canada. Since then our business within aerospace has grown and today about 10% of our yearly turnover is dedicated for aerospace manufacturing.

We can offer high precision milling and turning, sheet metal forming and cutting.



UTVA AI was established in 1937 as a glider manufacturer.

- 1937-1941 and 1945-1956 - production of 17 types of gliders, over 440 examples.
- 1948 until now - production of piston trainer and utility aircrafts, own designs (UTVA 56/60/ 65P/66/75/78/Sova or VTI Institute designs (Trojka, Aero-3, 212, 213, Lasta), delivered over 900 examples.
- Early '70s - production of new jet attack aircraft J-22 Orao, in early '80s production of advanced jet-trainer G-4 Super-Galeb, for Yugoslav Air Force.
- Late '80s - cooperation programs with BOEING (production of parts and subassemblies for B737 and 757), LOVAUX (light surveillance aircraft Optica), NORMAN (heavy agricultural aircraft Fieldmaster), ILUSHIN (Il-114) and TUPOLEV (Tu-204). All these programs were cancelled in the early '90s due to decomposition of Yugoslavia.
- Mid '90s - cooperation programs with IAI- CAG (Galaxy business jet) and IAI-Bedek (B747 freighter conversion), producing about 1 500 different part numbers for each project (sheet metal and machined parts including several critical parts, subassemblies).
- In 1999 UTVA AI suffered big blow to its capabilities during NATO bombing of Serbia.
- 2001 - production of sheet metal and machined parts for SABCA (Ariane 5, A340)
- 2002 - production for SONACA, tools for sheet metal forming for EMBRAER, and for SOGERMA tools for chemical milling.
- Experience in MRO - overhaul of G4, carrying-out modifications and major structural repairs on G-4, Orao, Utva 75 and Lasta aircraft.
- Upgrade - G4-M and Mi-17 with new avionics, armament and attack systems.
- Currently, UTVA AI produces Lasta, piston aircraft intended for military pilot training, equipped with modern glass-cockpit and avionics from well-known manufacturers.
- Recently, UTVA AI manufactured - including dedicated reverse engineering process and re-designing - and delivered marry-up jig for Piaggio P180, with scaffolds, stairs and rails, to PIAGGIO AEROSPACE brand new facility.

Technologies

Machining, Forming of sheet metal, Forming aircraft transparencies and Glass-fiber/epoxy composite, Heat treatment, Welding, Surface protection, Assembling of metal aircraft structures.

Products & Services

Tools and jigs for aircraft production and MRO, Aircraft machine parts made of Al-alloys and steels, up to 6 meters length, Aircraft sheet metal parts, Aircraft cabin transparencies and aircraft parts made of glass-fiber, Aircraft subassemblies and assemblies, Small aircraft, integration and

testing, Design of tools and jigs, CAD CATIA V5, modeling, CNC programming, Design of assembling technologies and repairs, CMM measurement, NDT (FPI, MPI).

Certificates

Part 21 Production Organization Approval from the Serbian Civil Aviation Directorate.

Collaboration Opportunities

Production and Design of jigs and tools. Production of metallic aircraft parts, subassemblies and assemblies. Development of CFRC technology and subsequent production of parts and assemblies.



“WING” d.o.o. is a small size company from Republic of Serbia. Company’s main seat of business is in Belgrade.

The company has its own manufacturing facility which is located in town Vrsac on the east border of Serbia. The manufacturing facility has 970m² of floor space divided in three production segments: lamination area, cutting and trimming room, painting and finishing area and assembly area. “WING” d.o.o. has all the necessary equipment for the production of high quality composite structures. The equipment list includes central vacuum stations, central compressed air supply, full post-cure capabilities, electronic dosing stations for epoxy resins, air-conditioning and atmosphere control, ...etc.

So far “WING” d.o.o. has produced more then 40.000 structures for various types of general

Technologies

Thin laminates & sandwich composite construction; Wet lay-up; Vacuum infusion.

Products & Services

Manufacturing of advanced composite structures.
Product development.

Certificates

ISO9000:2008.

Collaboration Opportunities

WING d.o.o. is the major supplier of advanced composite structures for general aviation and light aviation market.

aviation and ultra light aircrafts. Amongst other structures, for our partners we are presently producing: complete airframes, fuselages, stabilizers, wings, rudders, composite fuel tanks, fuselage ribs and supports, winglets, undercarriage boxes, canopy frames, ...etc.

“WING” d.o.o. is ISO9001:2008 certified company. Each and every process in the structure development and manufacturing is fully covered with appropriate documentation and features complete traceability.

On top of the basic requirements in accordance with ISO9001:2008 “WING” d.o.o. also incorporates in its quality system requirements in the accordance with basic aerospace quality management system.



The YUGOIMPORT-SDPR J.P., founded in 1949, is a Serbian 100% state – owned company fully authorised to deal in foreign trade in field of defence and aerospace. Company is acting as the integrator of the defence industry of Serbian Armed Forces producing armament, military equipment and complex combat systems related to air forces, land forces and navy. Company also offers overhaul services and production of parts for foreign manufactured aircraft used in the Serbian Air Force.

Products & Services

Overhaul works for: MIG-21 aircraft, Mi8 helicopter and belonging Engines.
In the field of aviation services relating to the following activities: Design of aircraft and complex aviation systems with wind tunnel testing and other laboratory tests; Design and production of tools for production of components, subassemblies, assemblies and final outfitting of aircraft; Development and verification testing of aircraft and complex systems; Design and production of aircraft ordnance: machine gun and cannon pods of various caliber, aerial bombs, guided and unguided rockets, towed and programmed targets for practicing; Design and production of landing gear, aircraft brakes; Hydraulic, fuel and electrical system components; Precision casting for aircraft engine; Production of engines belonging to 632 and 633 family under Rolls Royce licence, and their general overhaul; Production of rubber fuel tanks and hose line for aircraft and Gazelle helicopter; Design and production of flight simulators for G-4 i ORAO aircraft.

Certificates

We have the following documentation in the field of standardization in accordance to which we conduct our work: SRBS (national standards – general), ISO, MIL, FAR-23 (USA), CS-23(FAA), and national documents of CAD (Civil Aviation Directorate):

- Regulation on airworthiness and environmental certification of aircraft and related products, parts and appliances and on issue of licences for technical operation to design and production organizations
- Regulation on production of aircraft, engines, propellers and related products and their parts.

Collaboration Opportunities

Overhaul, Modification, Modernization and Conversion of fixed and rotor-wing aircraft, aircraft engines and Air Defence Systems, SA radars and missiles in Air Force and Air defence and Aircraft Engines Overhaul depots.

Zastava Tapacirnica

www.zastavatapacirnica.rs • office@zastavatapacirnica.rs • + 381 34 300 444, 300 983

Stojana Protica bb, 34000 Kragujevac, Serbia



Zastava Tapacirnica a.d. Kragujevac was founded in 1853 In central Serbia and with more than 150 years old tradition in the Automotive Industry up to now. Zastava Tapacirnica, an upholstery company and the member of the FORI GROUP, is the full service supplier of leading TIER 1 suppliers in automotive industry and one of the leading manufacturers of the textile car interior parts in the region. Our business activity is divided into two divisions: Textile division (textile/vinyl, cutting and sewing) and Plastic & Metal division.

Textile division has production, development and sales of the automotive- aircraft- railway interior and living space and mattress cover production. Plastic division is our second business activity and represents the manufacture of components for large and small household appliances and the automotive industry, medical products (wheelchairs).

Technologies

Sewing and production capacities

- A total of 200 sewing machines, of which 40 are specialized for specific operations including the slot machines for sewing, such as Durkopp Adler 910 premium and Nahtec automats for sewing zippers,
- Industrial sewing machine types: Durkopp Adler 767, 768, 867, 868

Cutting area

- Pedersen press (for mass production) and
- 3 x CNC cutters (for mass and prototype production).

CAPACITY: APPROX. OVER 60.000 CUTTING PARTS PER DAY*

Plastic area

- 5 Krauss Maffei machines for plastic injections molding with closing force of 80 and 300t.

Products & Services

Automotive interior parts (seat covers, seat headrest, armrest, side back seat covers, Mattress covers, Toptapes, Plastic components for large and small household appliances, Medical Products

Certificates

Quality management system

ISO/TS16949:009

ISO 9001:2008

Collaboration Opportunities

At Zastava we are fully committed to reliability, flexibility, quality and team work with a primary goal to go beyond our customers' increasing expectations in automotive industry. Covers, head rests, armrest, side back seat covers and seat covers represent an automotive decorative and safety feature that are an inevitable car interior parts and which may be found in the various models of many world's leading car manufacturers, such as: VW, FORD, OPEL, PEUGEOT, CITROEN, RENALUT, VOLVO, LAND ROVER etc.

No less significant are the multinational companies such as Johnson Controls, Fehrer Automotive and Molitan, in Textile division, or Gorenje and Invacare in Plastic & Metal division.



ASAP

Association of Serbian Aerospace Professionals

Association of Serbian Aerospace Professionals (ASAP) is a professional association registered in the Republic of Serbia, whose mission is to organize Serbian aerospace professionals who are spread out throughout the world into a tightly integrated community in order to achieve the following:

- Work with the government of the Republic of Serbia in the development and execution of an aerospace strategy that fully utilizes Serbia's competitive advantages;
- Collaborate with Serbian schools and universities to modernize and develop study programs that maximize the learning process and are in close alignment with the needs of the industry;
- Establish knowledge, professionalism and ethics as the core values of the Serbian aerospace industry;
- Inspire coming generations to pursue a career in the aerospace industry;
- Raise general awareness of the state of the industry through presence in the media.

ASAP members are highly sought after aerospace professionals with extensive experience in world's most advanced aerospace companies such as Airbus and Boeing as well as leading airlines such as Etihad Airways and Ryanair.



**Association of
Serbian Aerospace
Professionals (ASAP)**

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RAS

Serbian Development Agency (RAS)

Serbian Development Agency (RAS) offers a wide range of services on behalf of the Government of the Republic of Serbia, including support of direct investments and export promotion, and leads the implementation of projects with the aim of improving Serbia's competitiveness and reputation in order to support the economic and regional development.

As a newly established agency, RAS builds upon the knowledge of the former Serbia Investment and Export Promotion Agency (SIEPA) and National Agency for Regional Development (NARD) and brings improvements required to meet the needs of a modern economy.

RAS will serve as a one-stop-shop for both domestic and international companies with a single goal of building a strong and sustainable economy, and increasing the quality of life for the people in Serbia.



**Serbian Development Agency
(RAS)**

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11000 Belgrade, Serbia

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Fax: +381 11 3398 550

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RAS

Serbian Development Agency (RAS)

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