keepflying®
reimagine revenue hours

90% of CEOs believe the digital economy will impact their industry, but less than **15%** are executing on a digital strategy.

Can ChatGPT work with Airworthiness & Maintenance Data?

30%
MRO cost reduction through AI driven Financial insights

15%
Revenue rise through Data driven Asset placements

80%
Cost saving in Data Integration, Transition & Standardization

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Engine FinTwin®
MRO Edition

Turnaround Time & Slot Profitability challenges boil down to delayed Supply Chain TAT & Labor Shortage.

Simulating an Engine Shop Visit Lifecycle costs and risks from Slot Prospecting to Induction, until Redelivery with forecasted cost build ups is essential to maximizing slot profitability.

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Pre Gate 0	Gate 0	Gate 1-4

NTEP & Margin Forecasting

Shop Visit Lifecycle Forecasting

Dynamically simulate impact of NTEPs on margins based on incoming Engine Profile

Digital Engine Inductions

Scrap Rate Predictions

Simulate scrap rates with high accuracy before the Engine enters the shop

Engine Maintenance Visit Cost & Risk Build-up

Advanced Planning & Scheduling

Track Engine Shop Visit Cost Build up and compare risk mitigation strategies to stick to TAT whilst not compromising on margins

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Engine FinTwin®
Asset Owner Edition

Forecasting cashflows against Engines is a factor of how the Engine has and will continue to operate

Simulating Engine Shop Visit Costs, Optimized Build Goals and Revenue Potential (Reserves, Rentals) as a factor of Technical, Operational and Environmental parameters is key to ensuring that any trade decision is commercially feasible.

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SV Cost Forecast	Asset Trades	Redeliveries

Build Goal Optimization

"What-if" Scenarios

Simulate the effect of build goals on medium and long term shop visit costs, lease cashflows

Trade Cost & Risk Build up

Residual Value Forecasts

Forecast commercial viability of trades over a time window by assessing costs and residual values at a given point of time in the future
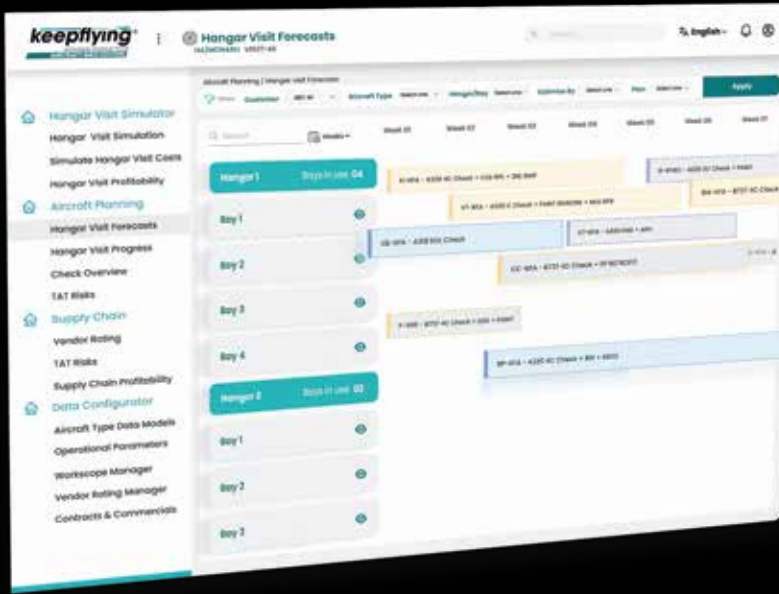
Redelivery Costs & Risk Profiler

Digital Redelivery Binders (Spec2500)

Simulate redelivery costs and risks as a factor of projected utilization / scenarios until end of lease and viability of lease extensions

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Aircraft FinTwin®
MRO Edition

Turnaround Time & Slot Profitability challenges boil down to delayed Supply Chain TAT & Labor Shortage.

Simulating an Aircraft Hangar Visit Lifecycle costs and risks from Slot Prospecting to Induction, until Redelivery with forecasted cost build ups is essential to maximizing slot profitability.

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Commercials

Visit Induction

Hangar Operations

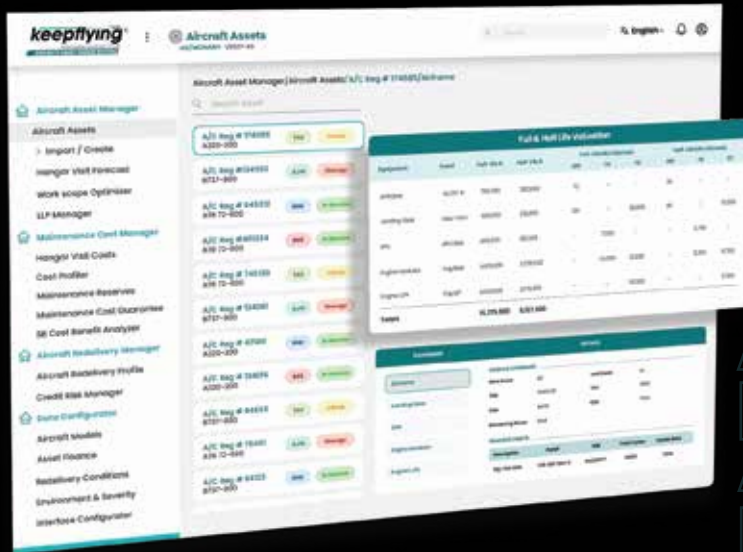**NTEP & Margin Forecasting**

Hangar Visit Lifecycle FOrecasting

Non Routine Predictions

Scrap Rate Predictions

Aircraft Maintenance Visit Cost & Risk Build-up

Advanced Planning & Scheduling

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Aircraft FinTwin®
Asset Owner Edition

Forecasting cashflows against Aircraft / Fleet is a factor of how the Aircraft has and will continue to operate

Simulating cost breakdowns by ATA Chapter, Check Type and forecasting redelivery risks is essential to ensuring that trades are commercially feasible.

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Maintenance Cost Forec ast

Asset Trades

Redeliveries

ATA wise breakdown of costs

What-if Scenarios

Trade Cost & Risk Build-up

Residual Value Forecasts

Redelivery Costs & Risk Profiler

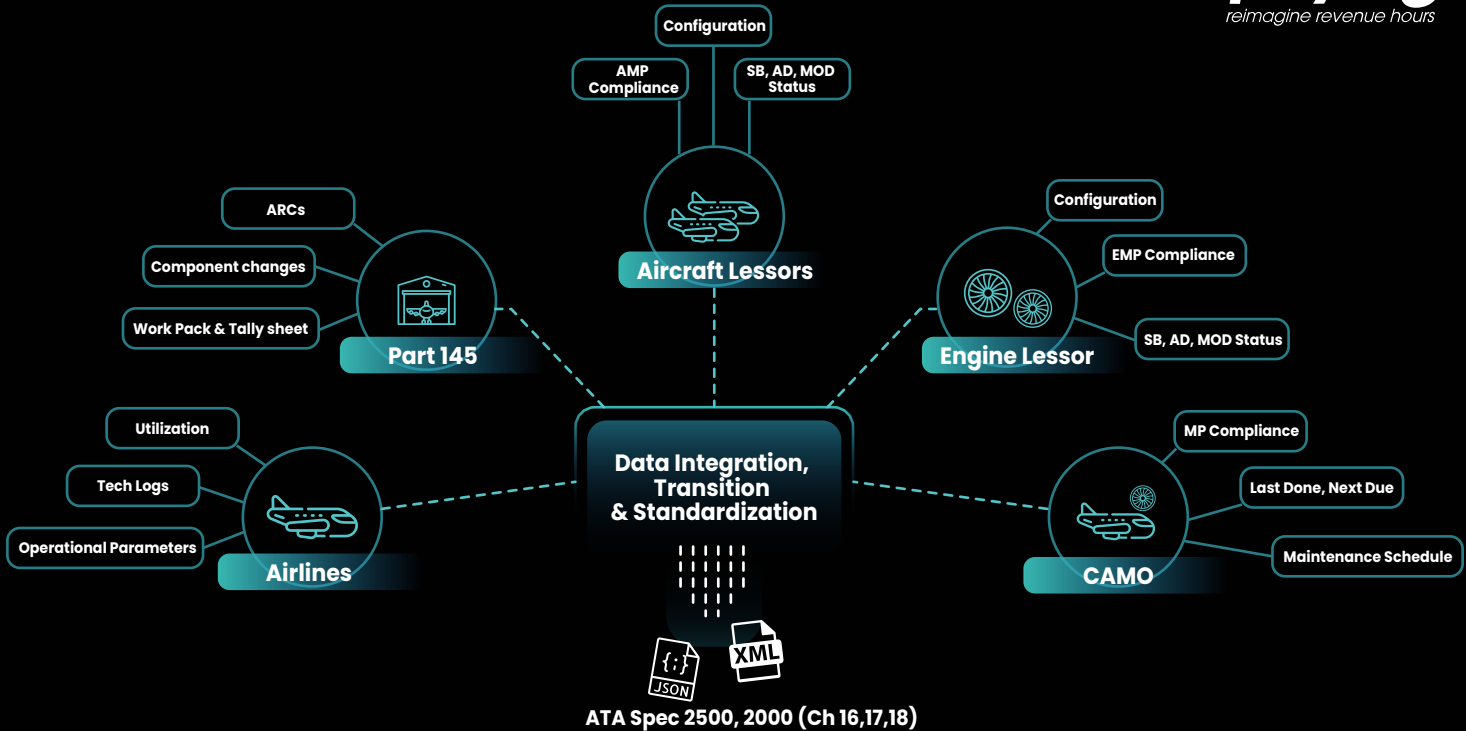Digital Redelivery Binders (Spec 2500)

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ATA SpXchange™ &
Publication Differencing Engine
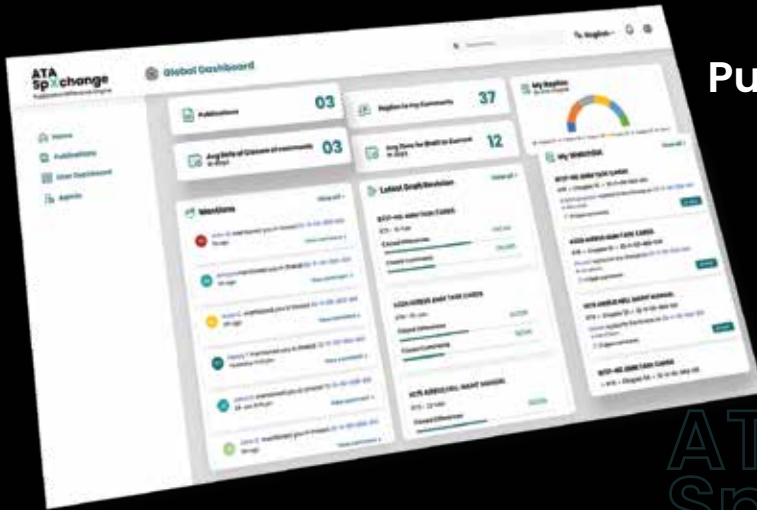
Save up to 80% of your costs & time in Data Integration, Transition & Standardization

The KeepFlying® SpXchangeTM ATA Specification Platform is a modularised approach to each ATA Specification. It provides the necessary tools to wrangle data that is not in an ATA Specification and output that data in the appropriate ATA Specification. This can then be further integrated in to or interrogated by down-stream systems removing the need for expensive or time consuming human data-capture processes.

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Configuration
AMP Compliance
SB, AD, MOD Status
Aircraft Lessors

ARCs
Component changes
Work Pack & Tally sheet
Part 145

Configuration
EMP Compliance
SB, AD, MOD Status
Engine Lessor

Utilization
Tech Logs
Operational Parameters
Airlines

Data Integration, Transition & Standardization

MP Compliance
Last Done, Next Due
Maintenance Schedule
CAMO

JSON XML

ATA Spec 2500, 2000 (Ch 16,17,18)

What would take months can be done in days !

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Contact us to know how you can start clocking on Commercial Insights within the next 8-12 weeks

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SYSTEMS
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