Statement from Victor Sierra Aviation

To Maj. Ryan Gourley, Russ Niles and the AvBrief team:

Thank you for the opportunity to respond.

Victor Sierra is built on the talent of engineers, machinists, pilots, and aviation enthusiasts. We are a collection of incredible employees and long-rooted brands serving loyal customers across the general aviation marketplace. Our roots go back more than 50 years, to the founding of McFarlane Aviation in 1971. Today, McFarlane, McFarlane Alaska (formerly Airframes Alaska), Tempest Aero Group, APS and our other great brands share one mission under the Victor Sierra banner: keeping general aviation customers flying long after the original manufacturers stopped supporting their aircraft, with improved products, reasonable pricing and good old-fashioned customer service.

McFarlane earned its first PMA in 1989. As factory support for aging Cessnas, Pipers and Beechcraft faded, owners turned to McFarlane for the parts that kept those airplanes airworthy. McFarlane Alaska grew out of building Super Cub fuselages and created Alaskan Bushwheels, now standard equipment on bush planes across Alaska. Tempest Aero Group supplies the ignition, filtration and fuel system components that keep piston engines running. APS produces replacement wheel and brake components, along with custom hose kits, for general and business aviation aircraft.

Much of today's fleet was built between the 1950s and the 1980s. When a part is no longer available from the factory, a PMA is often the only thing standing between an owner and a grounded airplane. That has always been our work, and it still is. Wherever we can, we make the part better than the original. Our teams attend trade shows, fly-ins and type club events throughout the year to hear directly from owners, mechanics and operators about what they need. We then invest in developing those parts and keep adding to what we offer, either bringing back parts that would otherwise be obsolete or offering alternatives. Without our companies and the other strong competitors in this market, many owners would have nowhere to turn.

That commitment is growing. Since 2020, we have developed hundreds of new PMA parts, with many more scheduled for the next year, and we will keep investing on behalf of our customers. We are also significantly increasing our capital investment in the coming months. This allows for more funding on new PMA development, equipment and process improvements that make us more efficient and shorten lead times. The goal behind all of it is the one we started with: giving owners a quality alternative that keeps the market competitive.

We have also become a continuing home for product lines whose founders had no succession plan. Many of those founders and their families came to us because they wanted their life's work to continue. Keeping these small, niche PMAs and STCs in

production means owners aren't left with orphaned products or parts they can no longer obtain. We are proud to be the home for these product lines, and we intend to keep improving them and keep them available to our customers.

We won't pretend prices haven't risen. Certified materials, labor, FAA certification and oversight, and product liability have all become more expensive, and owners feel that. Our job is to keep parts available and to use these investments to offset those costs wherever we can.

In Alaska, we made a deliberate decision to keep manufacturing local when we acquired Airframes Alaska, Airforms and, most recently, Airglas. That investment reflects our commitment to the pilots, employees, and communities who depend on that work. These pilots deserve the best, and we will keep providing it where they fly.

Our doors are always open. We invite Maj. Gourley, Russ Niles, the AvBrief team and any of our customers to visit our facilities and see the work behind these parts.

Keeping our customers flying is why we exist, and it's what we'll keep doing.