Moving Ahead
Aerospace Systems and Components

Parker Aerospace
ENGINEERING YOUR SUCCESS.
It's value first,
value fast at Parker Aerospace

**Shorter lead times.**
**Lower costs.**
**Higher reliability.**
**Shared risk.**

Big changes are happening in the aerospace industry: changes that require new approaches to the business of flight.

Parker Aerospace is responding in kind.

As a world leader in flight control, hydraulic, fuel, fuel tank inerting, fluid conveyance, engine, pneumatic, and heat management systems and components, we’ve gone from provider to partner. From design and development through integration, manufacture, certification, and lifetime support, we’re adding value to both the process and the product.

Backed by the significant resources of Parker Hannifin Corporation, the world leader in motion control technologies and systems, we have the talent, resources, and infrastructure needed to move ahead. Which means we’re ready to provide the technological edge, integrated systems, customer service, and low cost of ownership our customers need and want.

System by system. Program by program. And market by market.
How Parker Aerospace is accelerating opportunity for commercial customers around the world
Assembling value – The Parker Aerospace facility in Guaymas, Mexico, is just one of our many worldwide locations dedicated to providing high quality at a low cost.

The market: commercial

Adding value: Supply chain management
Where will we go to procure the value our customers deserve? Mexico, China, Brazil, and the Czech Republic, to name just a few of the worldwide locations.

As experienced systems partners, Parker Aerospace looks to build customer advantage through strategic procurement. We have become skilled supply chain managers, identifying and overseeing a global network of subcontractors who can provide excellent quality at competitive costs.

As an example, we established a Parker subassembly manufacturing facility in Guaymas, Mexico, to help produce products such as the wiring harnesses for the A380 in a low-cost, high-performance manner.

A318, A320, and A321 electric motor-driven pump
Embauer 190 fly-by-wire rudder servoactuator
737 electromechanically actuated pneumatic valve

GP7200 fluid distribution system
Embauer 170/190 solenoid-operated shutoff valve
2.5-inch ball valve with actuator

A340 500/600 and A400M engine-driven pump
A380 fuel quantity management system
Partnering. Risk sharing. Shortened development time. Maturity at entry into service. Lifetime support. By collaborating in the aggregation of requirements development, design, integration, and certification of aircraft, Parker Aerospace is able to help its customers get their programs flying fast. And our lifetime support will help to keep them flying.

That’s why you’ll find us on programs like the Embraer 170/190 family of aircraft, providing the fuel, hydraulic, and flight control systems, as well as the Airbus A350, designing and producing its hydraulic, fuel, and fuel tank inerting systems.

As a long-time supporter of Embraer, we were one of the earliest partners identified for the program. And we are proud to partner with Airbus on its innovative composite jetliner.

All so Embraer and Airbus can stretch their wings. And airlines can stretch their profits.

Flight control systems
Hydraulic systems
Fuel systems
Fuel tank inerting systems
Fluid conveyance systems
Engine systems
Pneumatic systems
Heat management systems

Parker’s tier-one system responsibilities
- Program management
- System design, analysis, and integration
- Global outsourcing
- Teaming with major suppliers
- System qualification and certification
- Worldwide life-of-program customer support
Partnering:
our role on the ARJ21
Parker Aerospace partners with all of its customers, finding unique ways to deliver the best solution and the best value. To get the ARJ21 off the ground, we’re taking customer interface to a whole new level.

Realizing the dream
The dream of global partnership is being realized in the Boeing 787 Dreamliner, a plane born of efforts from all over the world.

What’s Parker’s part? As a Boeing system team member, we’re partnered to provide a 5,000-psi hydraulic system that’s both lighter in weight and more cost effective to operate through the use of new technology and advanced materials. Our contribution includes hydraulic pumps, filter modules, reservoirs, accumulators, heat exchangers, maintenance components, and control valves, as well as control and indication software that operates on the airplane’s common core system. Other Parker Aerospace equipment includes the liquid cooling system, water pumps, and fuel metering units.

We also work closely with other 787 suppliers to provide advanced fuel nozzles on both GE and Rolls-Royce engines and the emergency power pack to the landing gear system.

Parker is committed to Boeing as a risk-sharing partner, from definition and specification, to design, integration, certification, and lifetime support.

Creating a nonflammable zone
Parker’s proven inerting systems are used by commercial and military aircraft around the world for fuel tank safety. For example, the Airbus A400M military transport and all Airbus long-range and single-aisle aircraft include the Parker system. Boeing production aircraft also use a Parker system produced with teammate Honeywell.

Developed around a core technology of nitrogen generation, the inerting system purges air from fuel tanks using nonflammable nitrogen gas. It is a Parker technology built on 40 years of military and commercial inerting systems experience.

Our inerting pedigree: 737, 747, 777, A320, A330, A340, A400M, C-5, F-16, F117, F-22, C-17

The market: commercial
Boeing is pleased to have selected Parker as part of the 787 team. Parker continues to be a great partner, adding experience and value to the 787 program. Together we are creating an airplane that will be more comfortable for passengers and provide more value to our airline customers.

Mike Sinnett
787 Systems
Life Cycle Product Team Leader
Boeing 787 Systems Team

How our customers see us

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Revving up our engine work: risk sharing on the Trent 1000

How do you support engine innovation? Sometimes, from the core out. The new Rolls-Royce Trent 1000 offers its customers reliable three-shaft architecture that has been flight proven with 35 million hours of experience. Parker engineering and project management teams are collocated at Rolls-Royce facilities, to speed responsiveness and performance, in our support of this important new program.

As a risk-sharing supplier on the Trent 1000, Parker Aerospace will have total lifetime aftermarket responsibility for its engine contributions. This will consist of several systems, including fuel nozzles and manifolds, start power coupling actuation, and pneumatics, as well as the heat management system, developed in concert with Sumitomo Precision Products.

Working on site with our customer reaps many benefits. Real-time communication means frank and fast dialogue at critical moments, resulting in improved responsiveness and meaningful partnerships, as well as better engine solutions from the standpoint of performance, reliability, and maintenance.

Low burn, high performance – Our fuel atomization system nozzles on the Trent 1000 help contribute to low fuel burn and high performance.

Want to lower your cost of ownership? Talk to us about customizing our worldwide support services to fit your operation.
Moving the military from status quo to status go
Adding value: Parker Aerospace smart pumps
Parker smart pumps do more than add value to the military effort. They add real intelligence.

In applications such as fuel boost, brake actuation, and transfer pumps on both military and commercial aircraft, Parker smart pumps are capable of adjusting flow and pressure in response to system demand for optimum efficiency. They also interface with system control devices to monitor component health.

These brushless, electric, DC motor-driven pumps with sensorless electronic controls simplify system complexity, reducing parts, weight, and power consumption while enhancing both safety and system life. Flexible software routines eliminate costly hardware redesigns, support safety-critical applications, and facilitate the programming of current, velocity, and pressure with greater precision.

Pumps just don’t get much smarter than that!

The market: military

Power to the EHAs!
In addition to its affordability, joint-service procurement, and unprecedented international collaboration, the F-35 Joint Strike Fighter features another major achievement. The aircraft is the first production fighter with a system of electrohydraulic actuators (EHAs) powering all primary flight control surfaces.

EHAs are self-contained hydraulic systems controlled by high-power electronics. EHAs save weight at the aircraft system level and provide more effective performance, in the air as well as on the bottom line.
Where we’re going in systems: **affordable performance**

Military aircraft must deliver the highest levels of both performance and affordability. The same can be said of our fuel systems for the F-35 multi-role fighter.

Parker Aerospace was selected to handle the fuel systems for all three F-35 variants, where we’re providing design, integration, and qualification assistance, as well as lifetime support.

From pumps and valves, to aerial refueling and an onboard inert gas generating system, we’ve combined our extensive fuel experience with our knowledge base of existing technology. The end result? Fuel systems that capitalize on commonality and technology to maximize affordability and performance.

Flight control systems  
Hydraulic systems  
Fuel systems  
Fuel tank inerting systems  
Fluid conveyance systems  
Engine systems  
Pneumatic systems  
Heat management systems
Partnering: our UAV contributions

The future of military combat flight is looking decidedly different, thanks in large measure to the work that is being done in the unmanned aerial vehicle (UAV) market. Parker Aerospace is an innovative leader here, providing systems and components support to a wide range of UAV manufacturers. Recognizing Parker’s strength in emerging UAV technology, many leading aerospace companies have signed contracts with Parker on a variety of UAVs, including the Lockheed Martin P-175 Polecats demonstrator; the Boeing X-45C; the Northrop Grumman RQ-4A Global Hawk, X-47A, and X-47B; and the General Atomics MQ-9 Predator.

Parker’s contributions on these innovative aircraft are significant: they range from the electromechanical flight control actuation system on the Polecats demonstrator, and the wingfold actuation system on the Northrop Grumman X-47B, to a broad array of subsystems and components on the other contracted programs.

Gaining ground: how we help get new programs up and running

How do new ideas get off the ground? Often with the help of innovative thinking by supplier partners like Parker Aerospace. We have contributed significantly to industry classified programs, in some cases taking brainware to hardware in just six months.

Our multifaceted pedigree is one reason why we’re chosen for these programs. Parker’s systems expertise and broad base of proven technology are matched by our willingness to do what it takes to get a program up and running, such as collocating wherever necessary. In addition, our capabilities make us uniquely qualified to participate in critical trade studies that define vehicle requirements through a balancing of power, weight, performance, and envelope size.

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How our customers see us

As a strategic supplier, Parker Aerospace is critical to our long-term success. The company has done an excellent job of aligning itself with our business and performance objectives, which has enabled us to work together toward the same goals through a sharing of best practices. By combining its business efficiencies with technical expertise, Parker has been able to make a difference to our operation on many fronts. Time and again, Parker has demonstrated that its dedication to achieving joint total system performance is without compromise. That’s the kind of partner we want to go forward with.

Tony Scarazzo
Director of Procurement
Lockheed Martin Aeronautics

Revving up our engine work:
Parker Aerospace on the F119

Parker Aerospace has long played a part in military aircraft engines. On the Pratt & Whitney F119 engine, Parker’s actuators are part of what makes the thrust vectoring capability of the F-22 Raptor’s powerplant such a standout. With titanium housings and titanium-matrix composite pistons, our light-weight, high-temperature-tolerant actuators established an industry milestone when they were certified for flight use. What’s more, they use fuel as the motive force, keeping system architecture simple and efficient. Our advanced-technology actuators are accompanied by Parker pumps, fuel nozzles, sensors, and fluidic hose assemblies, helping to make the F119 engine a powerful part of why the F-22 owns the sky.

Our cost-per-hour programs, dispatchability requirements, and fixed maintenance pricing actually guarantee performance.
Systematizing advantage for business jet and general aviation customers
The market: **business jets and general aviation**

**Adding value:**
**lowering the CPL for the Eclipse 500**

When it comes to operational efficiency, high cost-per-landing (CPL) can be as wearing on aircraft owners as runways are on aircraft wheels and brakes. So when Eclipse Aviation asked Parker Aerospace to tackle the topic for the Eclipse 500 program, it set a significant challenge. Beginning with the initial specifications for the 500, the two companies worked together in close cooperation to maintain performance while dramatically reducing cost. The end result? The Eclipse 500 enjoys one of the lowest CPLs anywhere in the industry.

**“Braking” out of the pack**

Parker is known for many things, including one of the most recognized brands in the business: Cleveland Wheels & Brakes. Found on over 80 percent of the current general aviation fleet, Cleveland Wheels & Brakes have supplied over 60 years of reliable landings through hundreds of FAA technical standard order qualifications on single- and twin-engine aircraft. The brand is synonymous with better braking, smoother landings, and welcome savings. How respected is the brand? With applications on corporate jets, turbo-props, rotorcraft, tilt rotors, and most light twin- and single-engine aircraft, the answer is “very.”

Honeywell TFE 731 lubrication pump
Global Express distribution check valve
DC electric motor-driven pump package
Where we’re going in systems:

years of experience

Where we’re going in systems is due in large part to where we’ve been. Bombardier became an industry leader when it took a systems direction in the design of the Global Express business jet. Parker Aerospace was proud to be right along side, supporting this revolutionary approach with three complete systems, including those for fuel, hydraulics, and flight controls – designed, built, integrated, and supported for the long term. A product of collocation and collaboration on the part of Parker and Bombardier engineers, each system offers the following unique advantages:

- **Hydraulics**: Broadened component capabilities underpin the seamless integration of systems and subsystems that take up less space and weight.

- **Flight controls**: Hydromechanical and electromechanical actuation, delivered with shorter lead times, lower cost of ownership, and higher reliability.

- **Fuel**: Automatic fuel management and quantity gauging, balancing both the distribution of the fuel, as well as the integration of the wet and the dry subsystems.
The market: business jets and general aviation

Gaining ground: fueling the Mustang business jet
Are simpler systems easier to expedite? In the case of the Mustang business jet, definitely. This new breed of small, yet fast, business aircraft is sporting a Parker-designed fuel quantity gauging system consisting of a minimal number of probes and a signal conditioner. The simplified and optimized system was aggressively pursued by Parker’s multi-disciplinary team in order to meet Cessna’s demanding development schedule. Close collaboration between the two companies was a necessity in meeting – and exceeding – expectations.

Partnering: reducing weight on the 7X
What kind of partner rethinks a plane’s entire system architecture in an effort to reduce weight? The right kind.
At least that was Dassault’s view of things when we collaborated with its engineers on the hydraulic system for the 7X. Our combined efforts resulted in a hydraulic system that met all the necessary performance parameters, with a 40-percent weight reduction from the original design. A combination of simulation modeling and energy management studies helped us simplify our concept, driving us to create a more purely hydromechanical aircraft that used more engine-driven pumps. The Parker Aerospace experience base in existing hydromechanical technologies played a big part in the quick delivery of a redesigned, functional system.

The right rig – Working closely with Dassault engineers, Parker Aerospace simplified the hydraulic system on the 7X, resulting in a 40-percent weight reduction from the original concept. The hydraulic test rig (above) and its control panel (below) were critical to the process.
I have been working with Parker for the past eight years. Parker is a major partner on the 7X program, able to design and qualify the hydraulic system on its own, nevertheless with significant support from Dassault for aircraft integration. Parker has started working with the Dassault software tools for aircraft design and bill of material, allowing us to work with a real partnership spirit. These tools helped Dassault to cut the typical assembly lead time by half! Throughout the development of any new aircraft program, there are always many technical changes, requiring communication. We have a very good relationship with Parker and, together, we have found solutions to our challenges.

Revving up our engine work: critical connections
From fuel nozzles, actuators, and pneumatic products, to lubrication and scavenge pumps, Parker Aerospace is a power in powerplants. But we also offer a significant capability in total fluid distribution management for business jet and general aviation engines. Specifically, we supply the fuel, pneumatic, and hydraulic hoses, tubing, wiring harnesses, valves, and connectors that run from the engine to the pylon, and throughout the aircraft. These durable components combine to create leak-free systems of critical importance.

Bernard Dimoyat
Engineering Vice President
Falcon 7X

Parker’s general aviation customers are supported by several levels of global customer support, ranging from a far-reaching network of distributors to geographically strategic service centers providing technical assistance 24/7.

LIFETIME SUPPORT
Taking technology in new directions
The market: tomorrow

Partnering: taking the long view
Ours is not a future we face alone. We work jointly with many customers in an effort to build long-term relationships and foster long-range thinking.

This collaboration is key in looking ahead. By aligning our technology road maps with those of our customers, we are able to dedicate our R&D resources in ways that effectively meet customer needs.

As the next generation of manned and unmanned aircraft come to light, Parker Aerospace looks forward to helping shape that vision.

Adding value: determining priorities
For many companies, research and development is an avenue that leads to spending money; at Parker Aerospace, it’s just the opposite. We look at R&D as a direct path to value, making new approaches to cutting costs a top priority.

To achieve this end, we meet quarterly with key customers to determine their value priorities. It’s an exercise that points us towards new technologies. By critically examining current technology, we are able to collaboratively create the needs list for the next generation of flight systems. These efforts result in focused deployment of our R&D efforts, providing leading-edge solutions at real-world costs.

Rotary electromechanical actuator
787 reservoir with automatic bleed valve
Electrohydrostatic actuation highly integrated pump-motor package
Forward focus – At our SpiritWorks™ research and development lab, we are investigating alternate materials and processes for the next generation of flight.
Where we’re going in systems: **electronics cooling**

For Parker Aerospace, the future is looking very, very cool. That’s because decades of leadership in fluid management for critical aerospace applications have been combined with our proprietary and revolutionary Macrospray® technology to create advanced cooling systems with significant advantages for aerospace electronics.

For example, our advanced cooling systems for the computer and power electronics market bring cooling to the board level, providing heat removal at up to ten times that of other cooling systems. Not only that, the easy-to-maintain design of the Parker cooling system enables more computing throughput or power electronics in smaller packages.

Integrating a wealth of Parker technology – including smart pumps, electronic controllers, health monitoring, quick disconnects, seals, and our critical Macrospray technology – our innovative fluid cooling systems enable electronics designers to work with lower-flowing systems. This allows them to design in powerful electronics never before possible for both military and commercial applications.

**High-temperature electronics**

**Low-weight, high-heat materials**

**Advanced cooling systems**

**Engine systems**

**Fiber optics**

Our advanced cooling systems bring fluid cooling to the chassis, board, and component levels, providing heat removal at up to ten times that of other cooling systems. An exciting new technology, it is now available for technology refresh and insertion.
Blue sky thinking
Where do new ideas come from? At Parker Aerospace, they come from our culture of research and development coupled with great minds that look at problems in every dimension. For instance, the SpiritWorks™ labs at our Control Systems and Hydraulic Systems Divisions house groups of innovative engineers charged with pushing the performance envelope.

These out-of-the-box thinkers look at flight control and actuation systems in different ways to create the motion control technology of tomorrow. They develop technology that not only innovates, but performs, providing reduced design cost, shortened time to market, and increased reliability. Like Parker’s “Winovation” program, the collaborative idea-generator for the corporation, SpiritWorks is based on the principles of Stage-Gate®, a step-by-step business system that drives the commercialization of R&D efforts.

Putting a price on performance
At Parker Aerospace, we believe in standout performance, both in the air and on the books.

Because of our adherence to lean practices, we can offer risk-sharing arrangements that guarantee operators forward pricing. These dollar-per-flight-hour programs are based on our intimate knowledge of our products’ performance and reliability over time. By sharing the financial risk, we give operators the ability to budget fixed operating costs over the lifetime of aircraft ownership, creating peace of mind that’s actually measurable.
Motor heads
That’s how we affectionately refer to the Ph.D.s of Motor Design that populate the Parker Motor Design Center. Their brilliant minds are the mainstay of this Parker center of excellence that serves as a critical resource for the entire corporation. Functioning as a motor-design think tank, the Motor Design Center is focused on advancing the science of motor technology to the benefit of our customers. For example, the motors developed here are being used in smart pumps, which are replacing engine-driven fuel pumps in many new applications.

On the more immediate side, the Motor Design Center allows Parker Aerospace customers to leverage low costs, proven manufacturing capabilities, and rapid prototyping to produce a working motor in as little as 12 weeks. In the process, the latest analytical tools are used to design, prototype, and build the motors of tomorrow that will drive far-reaching change in the aerospace industry.

Revving up our engine work: partnering on the GEnx
Parker is helping to support change in the powerplant arena, too. We are partnering with General Electric on the GEnx, a high-efficiency, ultra-quiet, ultra-performance engine selected to power the Boeing Dreamliner.

On the GEnx, Parker Aerospace is providing the fuel spray nozzles for the engine’s unique, twin-annular pre-swirl (TAPS) combustion system. The nozzles are an integral part of the engine’s low-smoke, low-NOx, and low-CO performance. What’s more, we are also providing the engine’s flexible tube assemblies and quick disconnects for fuel and hydraulic applications.

Going greener – Our advanced fuel spray nozzles on the GEnx contribute to the engine’s innovative low-NOx performance.
Upper-level support with bottom-line advantages for virtually everything that flies
The market: **customer support**

Parker’s worldwide support services are designed to be custom fit to your requirements, lowering your cost of ownership with innovative maintenance and pricing programs to meet your needs now, and for the life of your aircraft. Our worldwide services include:

- Spares, overhaul, and repair
- 24-hour AOG support
- Cost-per-hour programs
- Field service engineering
- Fixed maintenance pricing
- Training
- Technology insertions
- Extended warranties
- Exchange programs
- Advance-ship service
- Electronic repair status
- E-commerce

**Customized support agreements**

When it comes to MRO, we continue to be at the forefront of customer support by improving the way we do business through innovation. Our forward thinking allows us to take a proactive approach to MRO systems integration, customized programs, flight hour agreements, and inventory logistics support. On-site technical service, 24-hour global support, cost-per-hour programs – the choice is yours. But the affordability and the reliability? That’s all ours.

**Lifetime support, predictably priced**

How do we address the military’s need to control maintenance costs? By offering customizable service options that share the risk, as well as the reward, of lifetime support.

At Parker Aerospace, our cost-per-hour programs, dispatchability requirements, and fixed maintenance pricing actually guarantee performance, in the air and on the books. We have provided our military customers with performance-based logistics contracts delivering new levels of service and accountability. Making it predictably cost effective to move fleets from status quo to status go.

**Local in more locales**

Germany, Brazil, Singapore, China, Malaysia, New York, Massachusetts, Arizona, Michigan, Georgia, Ohio, and California – our many service locations around the world combine with our extensive network of AOG operators to provide you with the benefits of local service in more locales.
The right services, right where you need them
Parker Aerospace has scored a service ace with Aerospace Component Engineering Services (ACE Services™), a 30,000-square-foot MRO facility located in Singapore.

Specializing in hydraulic pumps, flight control actuators, and thrust reverser actuators, ACE Services is the first independent hydraulic service center in the world capable of 5,000-psi service, which enables it to support Airbus A380s and Boeing 787s when in service in the region. In addition, ACE Services provides critical MRO services for hydromechanical equipment and is also the first in-region facility providing original-equipment MRO support of Parker systems and components. The bottom line? Faster hydraulics MRO, local support, and OEM-quality parts and service for all Asia Pacific carriers.

On top of customer needs – Partnership programs allow Parker Aerospace to have permanent depot residence for 24/7 on-site support to fulfill Army aviation needs. Sikorsky and Parker work side by side to reduce depot turnaround times, incorporate OEM lean standards, and reduce costs.
The market: customer support

Online support
PHconnect, Parker’s secure and personalized e-business website, offers around-the-clock customized support, including:
• Spares pricing and lead time
• Open order status
• Inventory availability
• Requests for quotes
• Order placement
• Credit card payment
• Shipment status
• Invoice viewing
• Open invoice and aging information
• Printing duplicate invoices

PHconnect also serves as a vehicle for training schedules and registration, as well as an idea forum for operators.

Training
To help keep customers flying long and strong, we’re providing operators with frontline technical support. As the operator teams receive new aircraft, Parker Aerospace people are by their side, demonstrating how to support, service, and troubleshoot Parker systems and components. This new approach to system-level support and training is in addition to traditional MRO services, and includes on-site technical support sessions, regional training symposiums with multiple operators, and web-based training courses.

Actively proactive
Parker’s Customer Support Operations is highly proactive, taking the initiative to identify and prevent problems at an early stage.

Because the field service team is also responsible for trend analysis and on-site training, Parker Aerospace has put together a customer relationship program that’s proving quite successful. Combined with our reliability/maintainability database that tracks equipment for unusual or recurring hardware problems, the Minimum Customer Communication program – or MCC – is a proactive problem prevention program. Parker people contact their systems engineering customers on a scheduled basis to measure customer satisfaction and identify issues before they become significant.

The resulting improved communications and better sharing of information is paving the way to greater satisfaction – on both sides of the desk.
How our customers see us

“We want to thank you for your support on our AH-64 requirements. Your performance status updates have been stellar. Thanks for the great support.”

“We cannot tell you enough how much we appreciate all of the great teamwork that went into your efforts to repair our product. We could not have turned the unit around so quickly if it were not for Parker’s support.”

International military support

International military customers enlist our support as well, enjoying the same services as the U.S. military. Working with our dedicated international support operation, global military organizations can customize their support agreements to include all of Parker’s service offerings. In addition, special arrangements can be made to allow international customers to obtain the licenses necessary to repair Parker Aerospace components themselves.

Customer first – We continue to be at the forefront of customer support, providing new and innovative ways to do business with both national and international customers.
Aircraft makers in every market – commercial, military, business jet, general aviation, and those on the forefront of aerospace technology – are turning to Parker Aerospace for the systems and support they need to move ahead.

In addition to breakthrough technology, they’re looking to us for shorter lead times, lower costs, higher reliability, shared risk, and lifetime support. All coupled with the anything-possible attitude and out-of-the-box thinking of a real partner.

Can we do it? As demonstrated on the previous pages, we already have.

Our commitment to providing the best value in leading-edge systems and subsystems has already taken us in exciting new directions, with the promise of more to come.

Value first and value fast. It’s not only what the market demands, it’s what Parker Aerospace is moving ahead to deliver.