



Gulf Aircraft & Engineering Services

One Stop Aviation Solutions Provider



About us

GAES is a new aviation MRO organization with a modern, state-of-the-art facility specialized in the maintaining and restoring the airworthiness of adverse fleet. With precision at the core of our operations, GAES offers a broad spectrum of services, including routine and heavy maintenance checks, detailed inspections, advanced repairs, and comprehensive overhauls.



Location

Strategically positioned at Sharjah International Airport, GAES benefits from its central role in the Middle East's logistics network and proximity to the new Asia-Europe trade route, enhancing spare parts delivery efficiency.



Quality & Price

Our experienced team excels in servicing various aircraft, including the Boeing 747, 777, 737, and Airbus A320 families, offering high-quality maintenance at competitive prices for optimal client value.



Flexibility and Agility

GAES is recognized for exceptional flexibility, readily accommodating late inputs and adapting to sudden changes, thus ensuring continuous operational efficiency and minimizing disruptions for client fleets.



Capacity

GAES's facility features a specialized paint area and can accommodate two wide-body and up to eight narrow-body aircraft, reflecting a substantial operational capacity of over 500,000 man-hours per year.



Comprehensive Service

GAES offers a wide range of services, covering airframe maintenance, advanced diagnostics, extensive structural and composite works, painting for comprehensive aircraft care.



End Of Lease

We deeply understand the critical nature of End of Lease transitions and we are dedicated to facilitating a seamless and beneficial transfer for all stakeholders involved.



Mission and Values

To deliver unparalleled MRO solutions that empower airlines to optimize their operations, enhance reliability, and maximize efficiency.

We are committed to providing topnotch maintenance, repair, and operational support, ensuring the seamless functionality of our clients' assets and contributing to their sustained success.



Safety



Transparency



Quality



Commitment



Precision



Sustainability



Hangar

Airside

The facility encompasses two sections with a total area of 16,600 square meters. Additionally, the hangar includes dedicated workshops and storage spaces further enhancing our operational capacity and service offerings.

A dedicated aircraft painting area is incorporated within the Hangar, equipped with fire retardant curtains, an efficient ventilation system, proper drainage, illumination, and other essential environmental control facilities.

Landside

P6-025 (Administrative office, Store)

F4-11 (Battery, W&B Shop, CNC, Store)



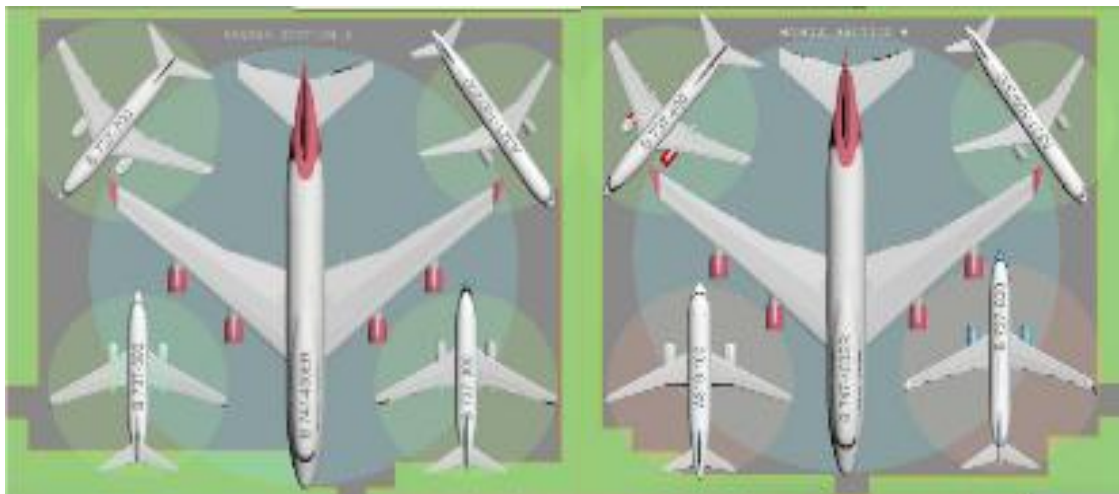
Hangar area
16 600 M²



Workshops and storage
5 700 M²

Hangar Sections Layout

Hangar has two sections and each section can accommodate one widebody (Boeing 747 / 777 and up to four narrowbodies simultaneously (Airbus A320 / Boeing 737).



Capability

GAES is fully equipped with the essential tools and equipment required for the maintenance and repair of a following aircraft types.



737 NG (CFM 56-7)

747-400 (PW4000 & GE CF6-80)

747-8 (Genx)

777-200/-300 (GE90 & RR Trent 700)



319/320/321 families CEO/NEO

(CFM 56-5, V2500 & LEAP)



Hangar Sections Layout

GAES is fully equipped with the essential tools and equipment required for the maintenance and repair of a following aircraft types.

[illegible]

Certifications

GAES is certified by GCAA CAR 145 and EASA Part 145 AMO and continuously adds other CAA approvals to the portfolio.



Pakistan



Morocco



Moldova



Georgia



Uzbekistan



Kazakhstan



Sri Lanka



Egypt



Gambia



Cayman

Part – 21J Engineering – In progress

Part 147 Aviation Center

Services



Heavy Maintenance

A, C & D Checks, Redelivery and Bridging Checks



Line Maintenance

Meet and Greet, Transit Checks



Aircraft Painting

Stripping and Sanding



Non-Destructive Testing

UT, ET, MT, PT, Thermography



Cabin Maintenance

Deep Cleaning, Cabin reconfiguration and Interior refurbishment



Engine Services

Borescope Inspection, Engine Wash



Workshops



Battery Shop

SAFT, RADIANT batteries B727, B737, B747, B757, B767, B777, ATR42/72, F27, A300, A310, A320, A330, A340, DC10, MD11, E-135, CL600.



Wheels and Brakes Shop

SAFRAN, GOODRICH, HONEYWELL, MESSIER BUGATTI A300, A310, A320, B737NG/MAX, B747-200/-300/-400/-8, B777



Structure and Composite Shops

A1 rating - repairs, Heat Treatment, Cadmium Plating



Cabin Shop

A1 rating - interior repairs



Decal Shop

A1 rating - decals/technical markings fabrication



CNC machine

A1 rating - 5-Axis parts fabrication



Technical Support Engineering

GAES **Engineering Department** provides comprehensive technical support for the efficient resolution of non-routine defects, structural findings, system discrepancies, component issues, and complex maintenance requirements — ensuring regulatory compliance and supporting safe, efficient, and timely aircraft return to service.



Defect Assessment

Evaluation of findings and discrepancies.



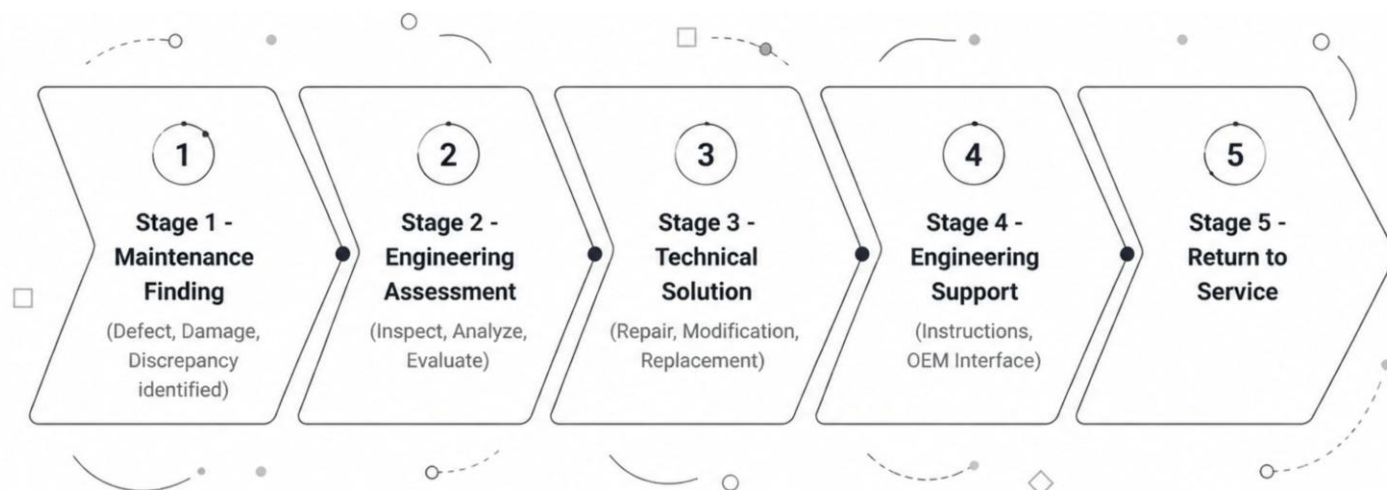
Engineering Solutions

Development of practical repair, modification, and inspection solutions.



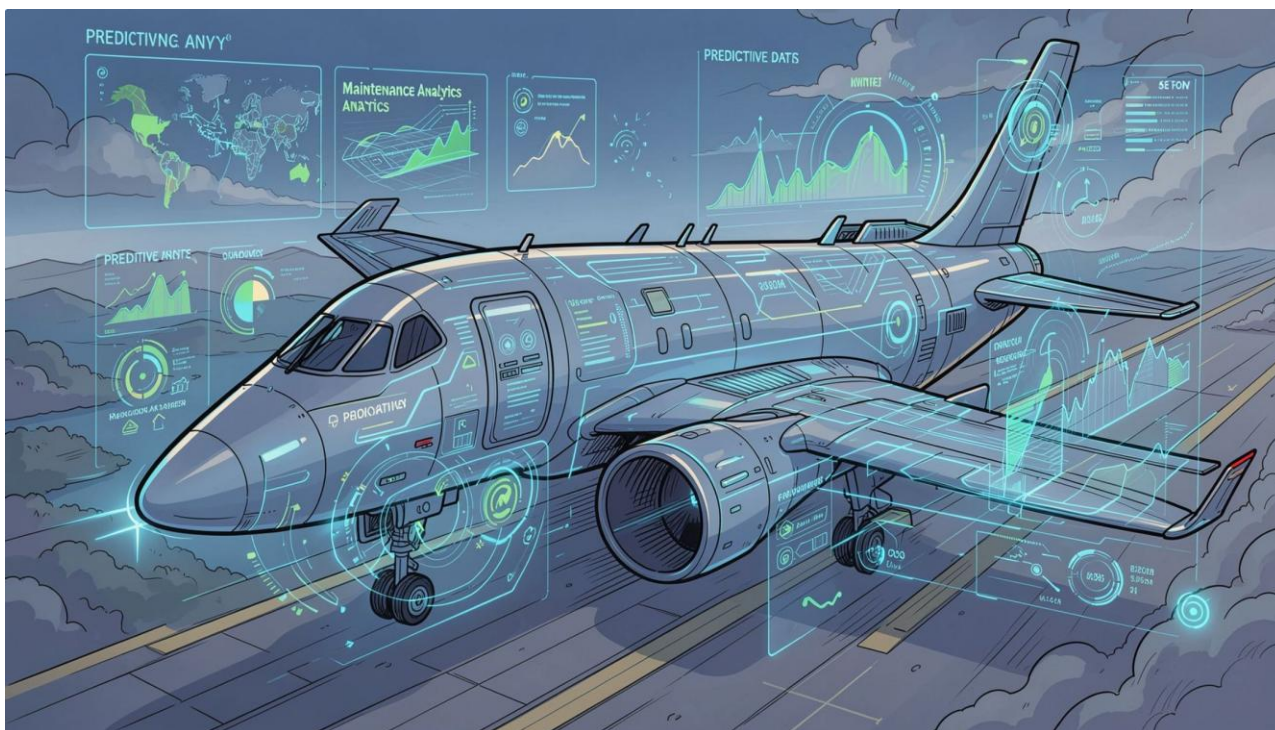
OEM/DOA Coordination

Technical coordination with OEMs, component manufacturers, FAA DERs and EASA Part 21J design partners to support repairs and modifications



Proactive Engineering Through Predictive Maintenance

Our **Predictive Maintenance** approach uses historical maintenance data to anticipate potential major findings, enabling proactive planning and helping reduce unexpected aircraft ground time.



01

Learn

Historical maintenance findings and inspection data are reviewed to identify recurring trends and areas of concern.

02

Anticipate

Potential findings are identified before they become unexpected maintenance events.

03

Prepare

Engineering and Maintenance teams proactively plan inspections, materials, tooling, manpower, and technical support.

04

Optimize

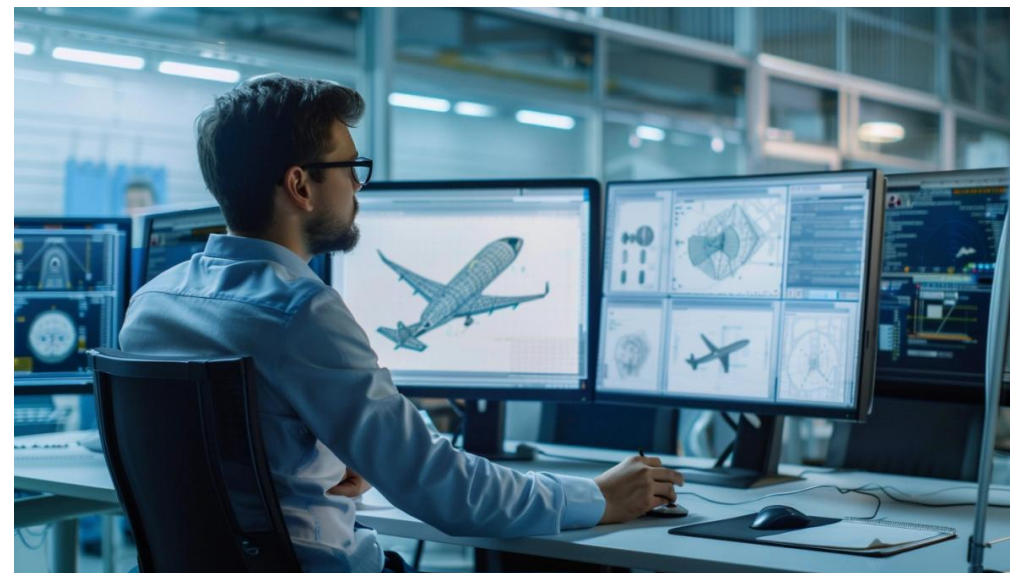
Better preparation minimizes unexpected work and supports more efficient aircraft maintenance checks.

Part 21J - Design Organization

GAES Engineering is building in-house **Part 21J Design Organization Approval** capability — establishing independent design authority for aircraft modifications, repairs, and technical solutions.

Core Design Capabilities:-

- **Repair Design**
In-house approved structural and cabin interior repair schemes — no external dependencies
- **Design Substantiation**
Full technical analysis and compliance demonstration
- **Minor Modification Design**
Livery Change, EEL Change, Interior and Exterior technical markings and decals.. Etc.
- **Controlled Design Data**
Release of approved engineering drawings, specifications, and instructions



- Our developing Part 21J capability will strengthen the integration of maintenance, engineering and design within GAES, enabling faster resolution of aircraft repairs, modifications and non-routine technical requirements.



GAES Technical Training



GAES Technical Training Located in the Sharjah Airport International Free Zone, provides direct access to our independent EASA Part-145 approved MRO facility.



Our in-house team of EASA-approved, highly experienced instructors delivers theory & practical as real-world training.



State-of-the-art classrooms, modern training aids, and live aircraft ensure that every course meets European regulatory standards and prepares engineers for excellence in the global aviation industry.

Training Catalogue



- Part-147 Approved Level III B1/B2 Type Trainings
- Non-Part-147 Technical Courses
- Specialized & Custom Programs



Part-147 Approved B1/B2 Level III Type Trainings

Airbus A318/A319/A320/A321 (CFM56) B1/B2



Theory: 30 Days



Practice: 10 Days



Differences based on engine type

CFM LEAP-1A



Theory: 3 Days



Practice: 2 Days

IAE V2500



Theory: 4 Days



Practice: 2 Days

Part-147 Approved B1/B2 Level III Type Trainings

Boeing 737-600/700/800/900 (CFM56) B1/B2



Theory: 29 Days



Practice: 10 Days

Boeing 777-200/300 (GE90) B1/B2



Theory: 30 Days



Practice: 10 Days

Boeing 777-200/300 (Trent 800) Differences B1/B2



Theory: 4 Days



Practice: 2 Days

Boeing 747-400 (GE CF6) B1/B2



Theory: 30 Days



Practice: 10 Days

Boeing 747-400 (PW 4000) Differences B1/B2



Theory: 4 Days



Practice: 2 Days

Boeing 747-8 (GENx) Differences



Theory: 16 Days



Practice: 7 Days

Non-Part-147 Technical Courses

GENERAL TECHNICAL COURSES



- Human Factors (Initial/ Recurrent)
- EWIS (Initial/ Recurrent)
- FTS (Initial/ Recurrent)
- Safety Management



- EASA Part 66 & Part 147 Regulations
- ETOPS
- General Familiarization

SPECIALIZED & CUSTOM PROGRAMS



- Composite Repair (Basic/Advanced)
- Structure Repair (Basic)
- Borescope
- Engine Ground Run
- Aircraft Battery Maintenance



- Wheels & Breaks
- MEWP
- On-The-Job Training(OJT)
- Safety Awareness Training