

The **Doorway**

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AIRBUS AFTERMARKET



ANTIMICROBIAL TREATED

A LEADER IN AIRCRAFT PANEL DESIGN

FLOOR PANELS, LININGS AND REPAIR MATERIALS

The Gill Corporation (TGC) is a leader in aircraft composite material development, offering a wide range of qualified products for Airbus aircraft. These products are aftermarket-approved for repairs and replacement for cargo floors, sidewall and ceiling linings and passenger compartment floors and interiors. All products meet Airbus OEM requirements while exceeding some OEM specifications with improved durability for the bulk cargo floors.

TGC is not constrained by selecting from the limited industry materials available, instead, research and development into polymers, resins, adhesives, honeycomb core and production processes enable TGC to custom select all constituent materials through vertical integration to develop a composite sandwich panel, Gillfab®, tailored to aircraft requirements and even offer customized solutions for unique operator needs.

TGC supports the global aftermarket with innovative designs approved under various certifications including Owner/Operator Produced Parts (OOPP), FAA Parts Manufacturer Approval (PMA), European Parts Manufacturer (EPA) and Supplemental Type Certification (STC). These airworthy products meet the same high standards as OEM parts yet are available at lower costs, shorter lead times, and include design improvements based on direct customer feedback.

TGC SEMI-FINISHED FLOOR PANEL SOLUTION

Since 1987, TGC semi-finished Gillfab® solutions have provided flexibility to airliners and Maintenance, Repair, and Overhaul (MRO) facilities where they can fabricate the panel and replacement themselves. TGC semi-finished panels can be cut into any shape necessary to replace a damaged panel whereas OEM panels are made individually with fixed and embedded hardpoints installed at the early steps of panel manufacturing – those OEM panels can be used to replace the exact part only.

The business case is more than lower repair or replacement costs, it reduces inventory costs and shortens the maintenance turnaround times. In practice, customers can stock TGC semi-finished Gillfab® panels that can be fabricated into countless end-item parts, instead of the customer holding inventory of hundreds of discrete parts or waiting for the OEM to manufacture replacements. These are some of the reasons TGC became the largest supplier of semi-finished panels to companies that operate Airbus aircraft.

Instruction Manuals

TGC publishes Airbus approved, Instruction and Repair Manual (IRM) Report No. IRM 9701 and Airline Installation Manual (AIM) AIM 2001. These essential resources enable customers to produce their own replacement parts such as passenger floor panels, cargo floor panels, cargo sidewall linings, and cargo bay decompression panels. The instructions cover the entire fabrication process, from initial steps of cutting and routing, to crucial finishing touches such as edge sealing and hardware installation. Interested customers can inquire with their regional sales managers or contact TGC directly at info@thegillcorp.com.

OEM VS. TGC AFTERMARKET DESIGNS

TGC aftermarket semi-finished Gillfab® panels are Form, Fit, and Function equivalent to the original Airbus panels, meaning they are identical in performance and use. However, there are a few key differences as shown below.

Feature	Airbus OEM Panels	TGC's Aftermarket Designs (Gillfab®)
MATERIAL/CONSTRUCTION	Specific manufacturer's design within Airbus technical spec. For example, the BCC2 bulk cargo panel uses an 8mm thick aluminum top sheet.	Meets or exceeds Airbus strength requirements with different construction methods.
PRODUCT FORMAT	Produced as a specific part configuration at the time of manufacture.	Manufactured as semi-finished sheet stock, allowing for in-house fabrication by airlines and MROs.
FUNCTIONALITY	Serves as the original equipment for aircraft panels.	Functions exactly like the original OEM products.
COST & FLEXIBILITY	Less flexible due to specific part configuration.	Offers cost savings and flexibility for airlines and MROs to fabricate replacement panels in-house.



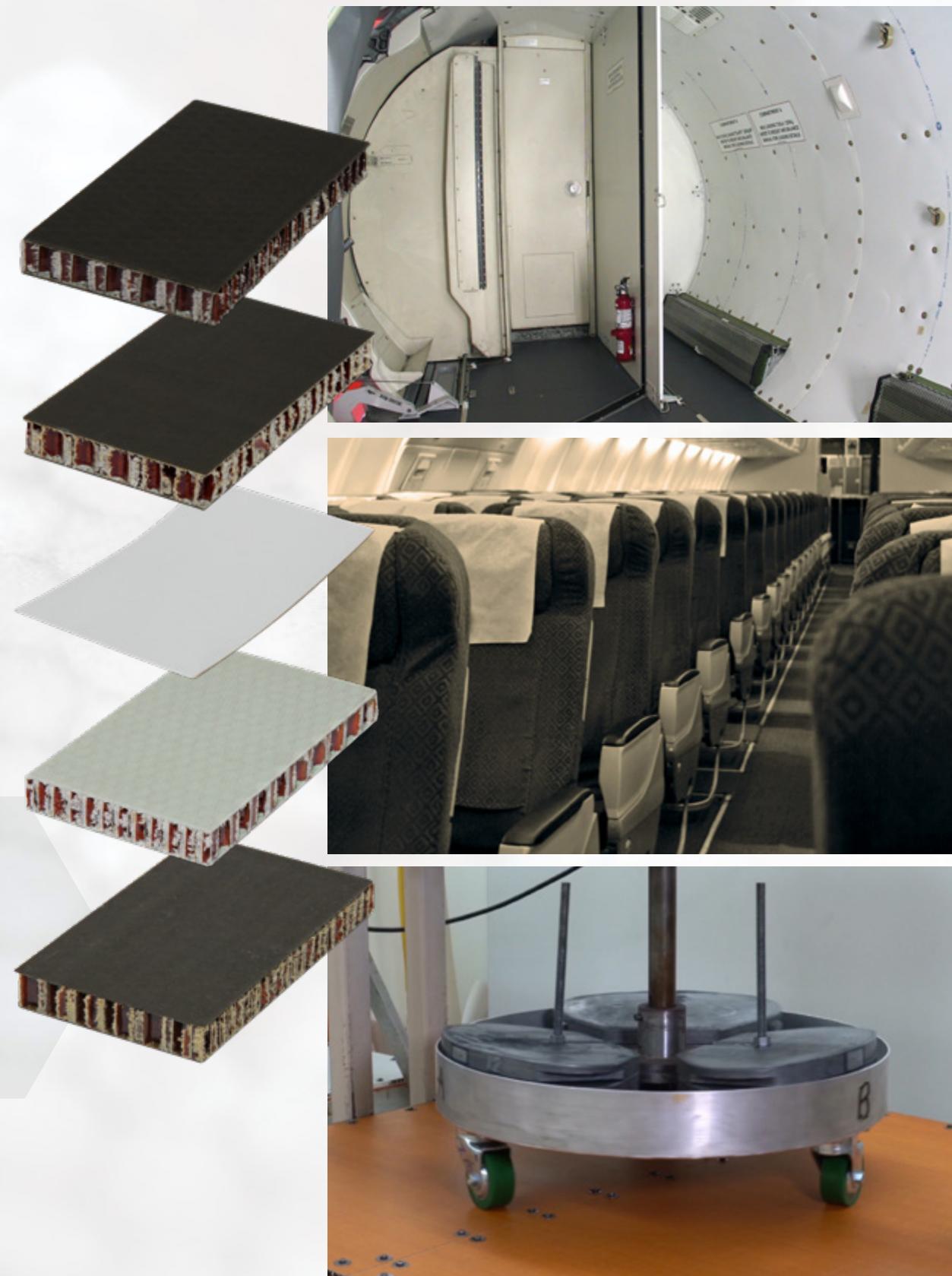
PASSENGER COMPARTMENT

FLOOR PANELS & INTERIOR PANELS

In 1995, Airbus updated its floor panel specifications to improve durability and reduce weight. This initiative aimed to standardize panel designs across its single-aisle and long-range aircraft, streamlining manufacturing and maintenance processes.

To prove its durability, the Gillfab® 4505 floor panel underwent a demanding roller cart test, which simulates the repetitive stress of in-service use of a galley cart going up and down the aisles. Gillfab® 4505 easily passed the required Airbus specifications. To further demonstrate superior strength, the panel was subjected to additional mechanical loads that far exceed the lifecycle requirements – Gillfab® showed no damage, proving its exceptional fatigue resistance and durability.

Product	Specs	Description & Construction	Key Features & Applications
GILLFAB® 4505	5360 M1M 000600, Type PC3	High-performance panel with unidirectional carbon-reinforced phenolic facings bonded to a meta-aramid honeycomb core. Includes a woven glass scrim to prevent galvanic corrosion.	Lightweight, high strength, and low smoke. Approved for high-traffic cabin areas on all A318-A380 series aircraft. Surpassed the required food roller cart test, withstanding 120,000 cycles at 127.5 lbs/wheel and an additional 120,000 cycles at a much higher weight of 250 lbs/wheel.
GILLFAB® 4605	5360 M1M 000600 Type PC1	A derivative of Gillfab® 4505 with thinner facings and a lower-density honeycomb core.	Lighter weight for use in low-duty areas. Approved for underseat locations on all A318-A380 series aircraft.
GILLFAB® 1369A020	ABS 777	High strength, low FST grade liner constructed using woven E-and/ or S-glass cloth with a modified phenolic resin system. Optional: 1 mil PVF film overlay on the face side for surface reflectivity and uniform appearance.	Qualified for use in interior cabin areas.
GILLFAB® 4405 A/B	TL53/5000/79 Types 1 and 2 (PC3)	Durable, indentation-resistant panel with woven glass-reinforced epoxy facings bonded to a meta-aramid honeycomb core. Note: 4405B (Type 2) is identical but includes an aluminum foil sheet on the bottom facing.	Approved for cabin areas (high-traffic and underseat) on A300 and A310 series aircraft. Also surpassed the food roller cart test with no reported damage after extensive cycling.
GILLFAB® 5509	ADET 0096 Type 1-3	Lightweight, high-strength panel with unidirectional carbon fiber-reinforced phenolic facings bonded to a para-aramid honeycomb core.	Approved for use in the cockpit, main, and emergency electronics bays of the A380-800 aircraft.



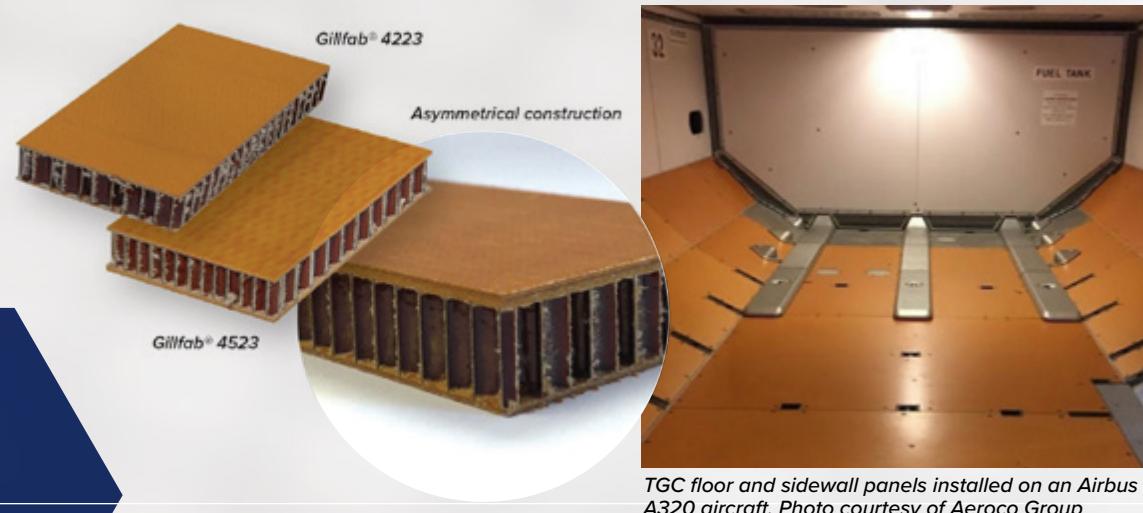
CARGO COMPARTMENT

OEM cargo compartment designs prioritize low cost and low weight, basing their performance on “baseline” or ideal conditions. However, the real world of air cargo is vastly more demanding than simulated conditions. Daily operations involve a variety of cargo types, impact intensive loading systems, and diverse environmental factors that can significantly exceed the capabilities of the original panels. Airlines from around the world have replaced their OEM panels with TGC semi-finished Gillfab® panels that were designed with customer feedback of their real-world use, providing a superior solution that is extremely durable. Customers report their Gillfab® replacements have helped meet their cost savings goals by increasing dispatch reliability and lowering their overall maintenance costs.

BULK CARGO FLOOR PANELS

TGC semi-finished Gillfab® bulk cargo floor panels are engineered for the toughest environments. On quick-turn routes, the bulk cargo areas endure constant impact and abrasion from frequent loading and unloading. Gillfab® panels are developed with optimized materials in an asymmetrical construction to add strength where it's most needed – on the top surfaces - delivering maximum durability without extra weight or cost.

Product	Spec	Description & Construction	Key Features & Applications
GILLFAB® 4223	5360 M1M 000 500, Types BCC2, BCC3, CCC1 and MDC2	Woven glass reinforced phenolic facings bonded to a meta-aramid honeycomb core.	Exceeds impact and abrasion requirements of the BCC2 spec without an aluminum top sheet. Avoids issues like corrosion and delamination. Approved for bulk cargo areas on A300, A310, and A318-A340 series aircraft.
GILLFAB® 4523	5360 M1M 000 500, Types BCC2, BCC3, CCC1 and MDC2	Combines woven and unidirectional glass reinforcements with a proprietary phenolic resin. Asymmetrical construction (0.060" top, 0.025" bottom).	Superior impact strength (more than double the BCC2 panel). Unbalanced design provides exceptional durability without extra weight. Approved for bulk cargo areas on A300, A310, and A318-A340 series aircraft.



CONTAINERIZED AND MAIN DECK (FREIGHTER) FLOOR PANELS

In containerized cargo and main deck areas, Unit Load Devices (ULDs) and roller systems prevent direct contact between cargo and the floor panels. This allows for the use of light to medium-duty panels, which still meet all safety standards while optimizing for a balance of strength, weight, and cost.

Product	Spec	Description & Construction	Key Features & Applications
GILLFAB® 4123	5360 M1M 000 500, Types BCC2, BCC3, CCC1 and MDC2	Features woven glass reinforced phenolic facings bonded to a meta-aramid honeycomb core.	Optimizes strength-to-weight ratio for excellent durability. Approved for use in main deck cargo areas on freighter and convertible aircraft.
GILLFAB® 4522	5360 M1M 000 500, Types BCC2, BCC3, CCC1 and MDC2	Woven glass reinforced phenolic facings bonded to a meta-aramid honeycomb core.	Balances strength and weight for optimal performance. Designed for the in-service conditions of a containerized compartment. Approved for A300, A310, A320, A321, A330, and A340 aircraft.



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CARGO SIDEWALL LINING PANELS AND LAMINATES

Since 1952, TGC has been a leader in developing cargo lining materials that meet strict standards for strength, weight, durability and fire safety. Installed on the walls and ceiling of cargo holds, cargo lining materials are a crucial part of the aircraft cargo bay fire protection system, designed to:

- **Prevent fire from spreading** to other parts of the aircraft.
- **Maintain a sealed environment** to keep smoke, flames, and fire extinguishing agents out of passenger and crew areas.
- **Protect internal equipment and structure** from cargo-related damage.

In 2000, TGC obtained Airbus qualification for two cargo lining materials, the Gillfab® 4422 panel and the previously proven Gillfab® 1369A laminate.

Product	Spec	Description & Construction	Key Features & Applications
GILLFAB® 4422	2550 M1M 0008 00 (Types A-N) for the A300-A320 families V5013SP1803901 (Types A, D, H, L, and P) for A350 5010 M1M 0010 00 (Types A, D, L) for A380	Features woven glass reinforced phenolic facings with a Tedlar® overlay bonded to a meta-aramid honeycomb core. Incorporates S-glass reinforcement.	Incomparable impact strength (20+ times greater than Airbus specs). Available in 9 types for sidewall, ceiling, partition, and decompression panel applications. Approved for cargo compartments on all A300-A380 series aircraft.
GILLFAB 1369A (FORMERLY 1367A)	AIMS 05 11 000	Woven S-glass reinforcement with a low smoke and toxicity phenolic resin system. Features a PVF film overlay on the face side.	Superior mechanical and physical properties with a reflective and resistant surface. An industry standard for major OEM programs. Approved for designated cargo compartment areas on A300, A319-A321, A330, and A340 aircraft.



CARGO LINER REPAIR - GILLPATCH® III 6306

For more than 60 years, TGC has offered customers a cargo lining repair solution. Gillpatch® can be applied to damaged cargo lining area to allow the aircraft to quickly return to service. Gillpatch® III and Gillpatch® III WR, are certified with “peel-and-stick” patches to perform quick installations for on-site repairs of cargo lining materials.

Unlike other generic “speed patches” that only restore flammability, Gillpatch® III provides a fully compliant repair that also restores the panel’s impact resistance, making it as strong as a 0.070” thick laminate. This distinct advantage ensures a long-lasting, durable repair, not just a quick fix.



TGC'S REGULATORY APPROVALS & CERTIFICATIONS:

TGC has received a wide range of regulatory approvals and certifications that include:

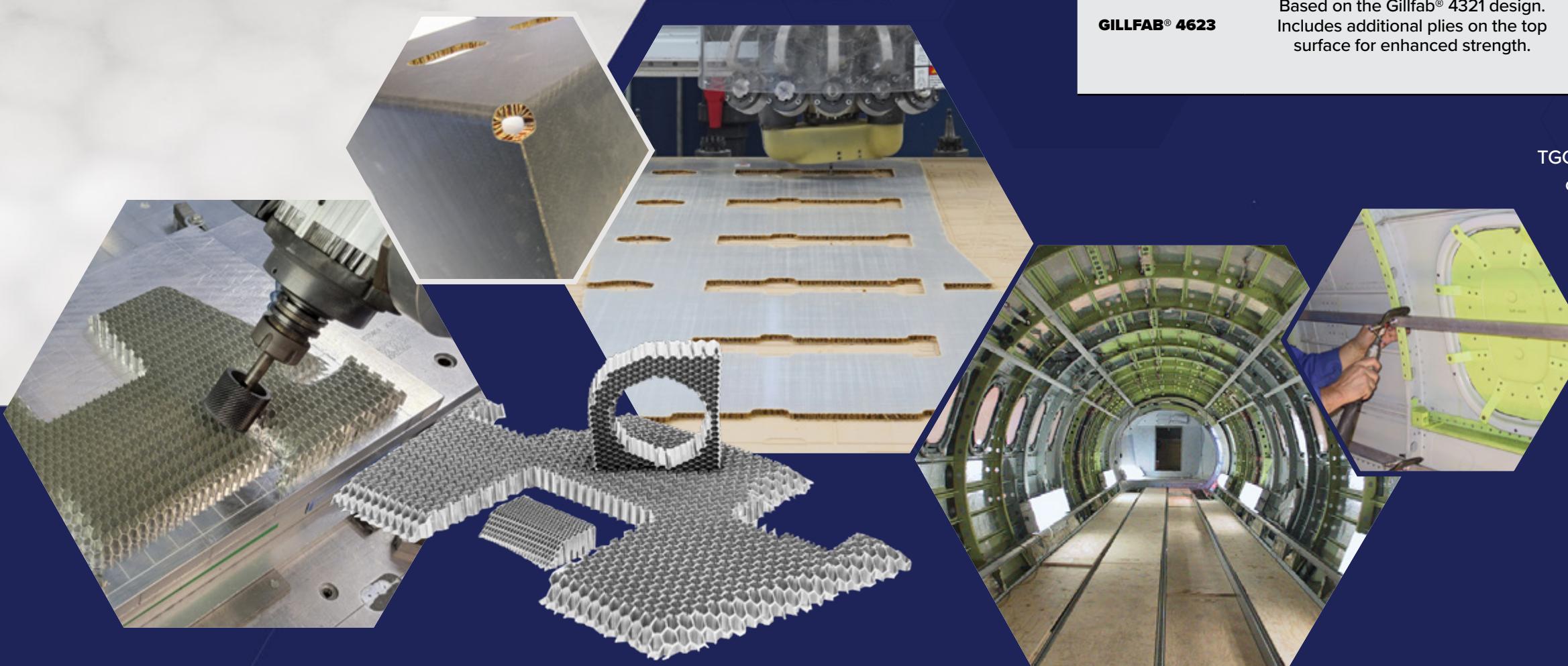
- **Supplemental Type Certification (STC):** STCs allow customers to make major aircraft cargo hold modifications using our qualified Gillfab® 4321 and Gillfab® 4623 panels.
- **Parts Manufacturer (EPA):** FAA-approved to create cost-effective, high-quality alternatives to OEM parts, including floor panels and cargo liners.
- **Owner/Operator Produced Parts (OOPP):** Customer approved, precision-cut kits (e.g., cargo liner kits) are supplied from customer drawings.

PASSENGER TO FREIGHTER CONVERSIONS

TGC provides essential composite solutions for Airbus A320, A321, and A330 passenger-to-freighter (P2F) conversions including floor panels for both main and lower deck cargo compartments, cargo liner laminates for sidewalls and ceilings, and interior panels for galleys and lavatories.

TGC partners with STC holders on these conversion programs to supply finished parts that are installation-ready directly to the customers' production lines.

Product	Key Features & Construction	Applications & Benefits
GILLFAB® 4321	Constructed with unidirectional E- and S-glass reinforcement and a proprietary epoxy resin matrix. Features a meta-aramid honeycomb core. Facings are asymmetrical (.060" top, .020" bottom).	Delivers 60% higher impact strength than the OEM BCC2 panel. Does not use an aluminum overlay. Qualified via a Supplemental Type Certificate (STC) in 2005 with a proven service history.
GILLFAB® 4623	Based on the Gillfab® 4321 design. Includes additional plies on the top surface for enhanced strength.	Offers 40% higher impact strength compared to the OEM BCCS8 panel. Approved as an improved alternative to the OEM BCCS8 panel. Added to the STC for Gillfab® 4321 in 2015.



TGC has proven over the decades to be one of the world's best suppliers of optimized composite solutions. TGC teams work closely with customers to incorporate real-world environmental requirements, industry leading research and development, and extensive vertical integration capabilities. TGC is ready to assist you with your Airbus fleet needs.

Fun Facts

There is a United Arab Emirates territory inside Oman's territory that itself is inside the United Arab Emirates country. It is called Madha village.

Disappointment Island is an uninhabited island in New Zealand. Over 65,000 pairs of white-capped albatross live there. In 1868, a steel tanker crashed on the island, which killed 68 people, leaving the 15 survivors waiting 18 months to be rescued. In 1907, another ship ended up crashing there, and 12 men drowned.

During the entire run of Gilligan's Island, it was never revealed if "Gilligan" was his first or last name.

When Jorge Garcia first got the part on LOST as Hurley, he lost a total of 30 pounds in weight before filming started.

Video games have been found to be more effective at battling depression than therapy.

Bi-weekly has two different definitions: Twice a week or once every two weeks.

Mona Lisa was stolen from the Louvre in 1911, which drew more visitors to see the empty space than the actual painting.

There is an insurance policy issued against alien abduction. Around 50,000 policies have been sold, mainly to residents of the U.S. and England.

Volvo invented the three-point seatbelt, then gave the invention away for free. They decided it was too important of an invention to keep to themselves.

In 2005, Connecticut was accidentally issued an Emergency Alert to evacuate the entire state. Only about 1% of the people actually tried to leave.

An 18-year-old with dwarfism played the 8-year-old Grinch in The Grinch (2000). He passed away two years after the film was released.

It is thought by Russians that eating ice cream will keep you warm.

Rebecca Felton was the first woman to ever serve in the United States Senate – but she only served for one day.

Webster's Dictionary accidentally had a word that didn't exist in it for five years – "Dord."

Amber-colored rear turn signals are statistically proven to reduce collisions by about 28%.

Roselle, a guide dog, led her blind owner down 78 flights of stairs during 9/11. The descent took about an hour, and they both safely made it out.

Somebody hid an episode of South Park inside Tiger Woods 99 as an Easter egg, causing EA to do a massive recall.

Madagascar once was a stomping ground for lemurs which were the size of today's gorillas.

Underneath the streets of Beijing, there are over a million people who live in nuclear bunkers.



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