QUESTIONS

-  It has been mentioned a couple of times that some of the business models have changed since the pandemic; I’d like some elaboration on this
-  What is the thought process for purchasing Avionics from a commercial airliner versus a business jet service? What about for lessors?
-  To what to airlines get a choice in line-fit avionics, particularly cockpit avionics e.g. <https://www.rtx.com/news/news-center/2024/02/22/rtxs-collins-aerospace-to-provide-air-india-with-avionics-hardware>
-  Similarly, how do military contracts work?
-  Discussion of potential future technologies (for example, clear air turbulence)
-  What are the major changes happening at the ATC level and how does that affect the market?
-  Similar to above, discussion of data link but also considerations for verbal fallback
-  How does the shift to LEO and connectivity affect the avionics (certainly the IFE, but what are the knock on effects of other systems)?
-  What are the major regulatory changes that are having an impact? Are their ones on the horizon that our readers should be aware of? Example, ADS-B, general aviation, etc?
-  Do they see a single-pilot commercial aircraft in the future? How long? What are the challenges? ATI viewpoint here: <https://www.ati.org.uk/wp-content/uploads/2021/08/ati-insight_12-single-pilot-commercial-aircraft.pdf>
-  Are we capturing things like Thales/Southwest airlines purchase of Aviobook and equipping their entire NG fleet?
<https://www.thalesgroup.com/en/worldwide/aerospace/press_release/southwest-airlines-signs-historic-deal-aviobooks-technology>
-  Per our earlier thread, we should have a section on known aftermarket upgrade offerings
-  What are the most frequently upgraded components (or bundles) for commercial, business jets and military aircraft respectively? (e.g. display for commercial and business jets)
-  What are the potential new technologies that will be onboard the next clean sheet platform?
-  How will/has the MCAS case affects software certification?