AEROSPACE IN QUÉBEC
PORTRAITS OF SMEs

AÉRO MONTRÉAL

Québec's Aerospace Cluster

In collaboration with

Les Ailes Du Québec

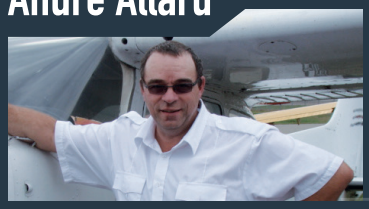
ABOUT AÉRO MONTRÉAL

Created in 2006, Aero Montreal is a strategic think tank that groups all the major decision makers in Quebec's aerospace sector, including companies, educational and research institutions, associations and unions.

Aéro Montréal's mission is to mobilize stakeholders in Québec's aerospace ecosystem to support its global reach, innovation capacity and growth. Its vision is to become the most innovative aerospace cluster in the world.

The activities of Aéro Montréal are made possible thanks to the participation of the governments of Québec and Canada, the Montréal Metropolitan Community, as well as company members of the cluster.

André Allard



" I am passionate about aviation and aerospace and it is in 2014 that I made my first steps in writing text on the field. Each new meeting I make in the field is an opportunity for wonder that feeds a little more my passion and especially my appetite for writing. I hold a commercial pilot license and a certificate in air transport management. Les Ailes du Québec (Wings Over Québec) site allows me to bring together the two topics that I have a passion for, aerospace and communications. "

Les Ailes Du Québec

www.lesailesduquebec.com

ABOUT LES AILES DU QUÉBEC

The Les Ailes du Québec site is dedicated to Quebec aerospace and the airline industry. It is aimed at professionals who work in the field and exclusive information on the sector is available. The general public can also come to know it thanks to articles written in a language accessible to all.

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SUMMARY

Québec is a fertile ground for innovative SMEs. Québec's aerospace ecosystem includes nearly 200 of these companies. Many are among the best in their class. These SMEs and their leaders are ambitious and are supported by a skilled and experienced workforce. They are aiming for excellence and growth. We are presenting some of them to you here.

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AV&R, THE SME THAT ENGINE MANUFACTURERS LOVE

AV&R is an SME based in the Montreal area with about 100 employees spread over two sites. It works in the highly specialized field of robotic finishing and robotic visual inspection of turbine parts for both aeronautics and the energy sector. It has been active in the gas turbine industry for the past 15 years. AV&R deals primarily with major engine manufacturers: CFM, GE, Pratt & Whitney, Rolls Royce and Safran.

The blades

Aircraft engines suck in large amounts of air that they compress and accelerate at very high speeds. The forces generated exacerbate the effects of the aerodynamic behaviour of the air inside the engines. For a jet engine to work long and efficiently, it is essential to control the aerodynamic behaviour of the air flowing through it.

Blades, compressors and turbines have the role of sucking in the air, circulating it in the engines, compressing it and ejecting it. They are equipped with fins having the same function as a propeller blade. The blades of the blower and the blades of the compressors are located in the front part of the engine. These blades can be molded in one piece or assembled from several machined parts. The precision of blade profiling and polishing is very important because it affects the operation and performance of the engine. In the hot section of the engine, the turbine blades capture the thrust generated by the ignition of the air and the kerosene compressed by the compressor zone. The aerodynamics of this section is also extremely critical. What's more, in both sections, manufacturers must inspect the blades manually for surface defects. This tedious and regulated work is not always easy and interesting for humans. This is where AV&R solutions come in to solve manufacturers' problems for both new parts and used parts that need to be refurbished.

The robotic finishing solution

The robotic finishing solutions that AV&R offers its customers are adaptive, which means the robot is able to modify and adapt its program from one piece to the other. Thus, when an AV&R robot grabs a part, it measures it in different places to determine its positioning and its exact dimensions. The robot can proceed with the deburring, profiling and polishing that it adapts according to the state of the part. The result is a very high precision which stabilizes the process. It also reduces the number of rejections due to non-compliance, enabling manufacturers to gain substantial savings.

AV&R is not a robot manufacturer but an integrator that buys the various components according to the specific needs of its customers to assemble them in its plant. The added value of its robots comes from the software it has been developing for over 25 years and from its knowledge of finishing processes. Thanks to its algorithms and its capacity to adapt them according to customer needs, AV&R has become the best in its field. All AV&R robots are assembled and calibrated in its plant before being shipped to the customer, who receives a plug-in solution.

A culture of quality

At AV&R, quality is more than concepts that are applied according to pre-established methods, it's a way of being. This is reflected in all facets of the business, including human resource management that is geared toward the well-being of employees. For several years, for example, a break room and varied entertainment have been made available to employees.

The attention to detail is also reflected in the choice of premises that the company occupies. Its pyramid-shape allows the vast majority of rooms to be flooded with abundant natural day light throughout the year, creating a pleasant working atmosphere.

New markets

Now that it has mastered its area of expertise, AV&R is ready to step outside of its comfort zone to meet new challenges. It is exploring the possibility of adapting its technology for very large pieces such as wing sections that can reach tens of feet in length.

AV&R is looking for a partner to increase its presence in new markets in Asia, Europe and the United States. The goal is to share its teams as well as technologies in order to grow in their respective markets. AV&R's ability to innovate and meet the needs of its customers has made it a supplier of choice for aircraft engine manufacturers. The company will be an excellent partner for a company wanting to increase its presence in North America and benefit from its expertise in the adaptive finishing of complex parts.

THE GROUPE MELOCHE, A FAMILY-OWNED BUSINESS LOOKING TO EXPAND

meloche
faire voler l'innovation

A well-established SME

The Groupe Meloche is a 45-year-old machining company that started specializing in aerospace a decade ago. Founder Réjean Meloche's motto was "When we love what we do, success is easier!" This is also the leitmotiv of the second generation of the Meloche family who manage the business, and explains the successes of this fast-growing SME.

With annual sales of over $70 million and 220 employees, the Groupe Meloche is one of the largest SMEs in Québec's aerospace cluster. It is an integrator for the structural and engine components it manufactures, which means that it carries out the machining as well as the various surface treatments, non-destructive tests and, if warranted, assembly. The Groupe Meloche provides structural components for the A220 and A330 aircraft and is one of the few vertically integrated suppliers in Canada to be certified by Airbus.

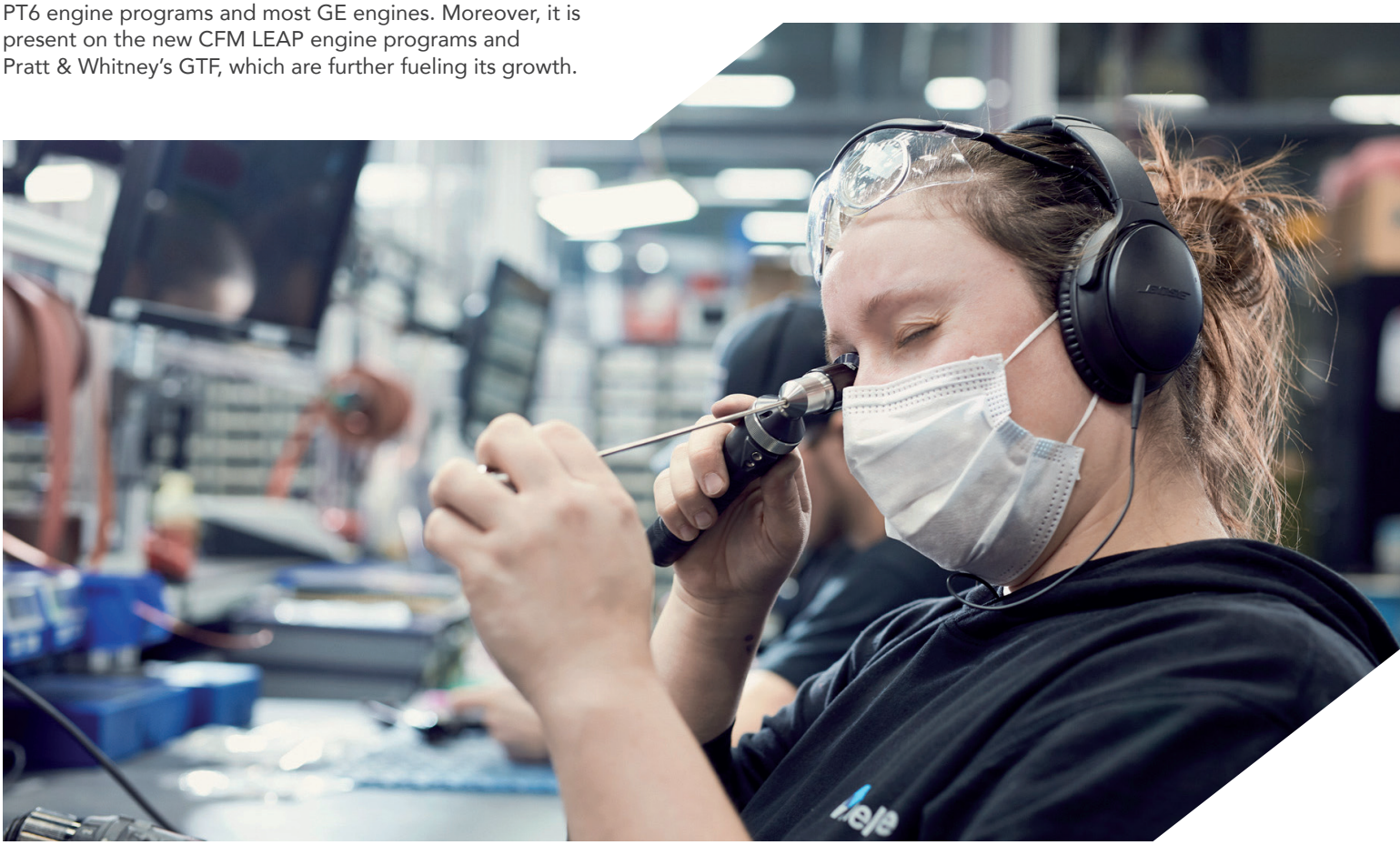
Groupe Meloche is a supplier of structural components for all Bombardier programs, including the new Global 7500. It also manufactures and integrates engine components for the CFM56, PT6 engine programs and most GE engines. Moreover, it is present on the new CFM LEAP engine programs and Pratt & Whitney's GTF, which are further fueling its growth.

An SME at the forefront of new technologies

Innovation and talent development are key to the Groupe Meloche's success. Several years before the labour shortage became a hot topic, the company approached schools in its region to meet students and raise interest in the trades it needs.

Groupe Meloche moved to "machining 4.0" in 2017 with a $17 million investment in its highly automated and integrated manufacturing centre where human intervention is very limited. Its state-of-the-art manufacturing equipment can perform adaptive machining and deliver highly accurate parts.

Groupe Meloche is currently working in partnership with Fusia Canada to demonstrate and validate the additive manufacturing method for oil injectors in certain engines manufactured by Pratt & Whitney Canada and Safran. This research enables the company to maintain its skills and knowledge in the promising 3D printing manufacturing method.



THE GROUPE MELOCHE, A FAMILY-OWNED BUSINESS LOOKING TO EXPAND (SUITE)

The evolution of the aerospace industry

In recent years, the strategy of OEMs with suppliers has evolved. To reduce the risks associated with the development of a new program, OEMs now want to do business with suppliers who are also risk partners and are able to invest in the research and development of their portion of the program. Companies that meet these new requirements often have sales in the $500 million to $1 billion range.

To compete with large foreign companies, the Groupe Meloche will have to move to the stage of mergers/acquisitions. It is for this reason that the SME is participating in the Accelerator 360° initiative set up by Aéro Montréal. The initiative aims to enable participating SMEs to increase their development potential through the creation of new alliances as well as through mergers or acquisitions.

Accelerator 360° has four stages: the first is recruitment, where companies are evaluated. Those selected are grouped according to their different strengths and synergistic potential. Then comes the stage of preparation with market development experts who assist and train companies in their strategic planning process. The third step is propulsion, which consists of validating the chosen market and tackling it. The fourth step is the setting up of partnership and/or merger & acquisition.

The choice of a partner

The Accelerator 360° initiative is enabling Groupe Meloche executives to structure their approach and validate it with the group of experts participating in the initiative.

The Groupe Meloche is in stage three of the Accelerator 360° and it is currently validating its choices. It wants to tackle the North American and European markets and become a second tier supplier. The company is therefore looking primarily for a partner who is already a second-tier supplier to aircraft manufacturers.

HUMANITAS SOLUTIONS, TECHNOLOGY FOR HUMANITARIAN AID

HUMANITAS
INNOVATIVE TECHNOLOGY FOR EMERGENCY RESPONSE

In 2009, emergency physician Dr. Abdo Shabah was far from imagining that in 10 years he would head a high-tech company that would be the first to fly a swarm of more than 100 intelligent drones.

Dr. Shabah's life changed in 2010 when he was sent to Haiti under the aegis of the Red Cross in the wake of the Jan. 12 earthquake. It was during this humanitarian mission that he realized how the lack of a reliable communications system was detrimental to the effort on the ground. Without communications, there is no computer system to manage and coordinate efforts; even several months after the earthquake, communications were still deficient.

Search for a solution

Back in Montreal, Dr. Shabah went on a search for a solution while continuing to work and doing his MBA at McGill University. He was looking for a resilient solution even when there is no longer any communications structure in a region. The lack of communication has been identified as a problem as important as access to water during humanitarian crises. In 2014, Dr. Shabah submitted his idea to Grand Challenges Canada, a program dedicated to promoting bold ideas with great impact. His solution, which requires no server, router, internet access or functional cellular network, was selected and received $114,000 in assistance.

Dr. Shabah found that even in developing countries, cell phones are ubiquitous. The program developed by Humanitas makes it possible to connect users to each other via the Wi-Fi of their cell phones. From the moment there is at least one phone every 100 metres, it is possible to transmit messages and information via several phones that serve as relays.

In a disaster-stricken hospital, it becomes possible to coordinate the efforts between the different groups and to follow up the patients seen. In the field, resources can be used with much more efficiency.

Improvement of the solution

To establish a communications network when it is impossible to have relays every 100 metres, the use of drones is necessary because they can be distanced every three kilometres. Humanitas has developed its own drone, as well as its intelligent system that enables drones to talk and coordinate autonomously. Humanitas' UAVs can perform several tasks, such as infrared surveillance or search and rescue, and make real-time 3D field surveys. They can exchange information among themselves and share tasks to be more efficient. If necessary, they can stop working in a swarm and work individually.

Transition to commercialization

Intelligent UAV technology will be tested for the first time this summer by the Canadian Armed Forces in a one-kilometre-square field to validate the operation of the system. This cooperation with the military is intended to test the operation of the system in a crisis situation and not to develop a military application.

In its early days, Humanitas was taken over by Centech, which is a start-up incubator. Centech has enabled it to develop a large network of partners including Carleton, Concordia, HEC, McGill and Polytechnique universities. In the private sector, Bell Helicopters, CAE, Dassault Systèmes, Elyssen and Thales are supporting it. Humanitas has about 20 employees; in all about 50 people work on its various platforms when taking into account the resources of its various partners. In fact, Humanitas works in an ecosystem where it collaborates with many partners while remaining the main architect of its technologies.

The goal of Humanitas is to provide free of charge its systems in humanitarian crises and depends on the development of commercial applications. This is why it has developed applications for the smart city, smart office and smart home that are ready for commercialization. Its application for real-time 3D mapping is also ready for commercialization.

To date, close to $10 million has been invested in Humanitas technology research and development, which is about to go through a first phase of commercialization for certain applications.

LAFLAMME AÉRO, OPENING A NEW DRONES' MARKET

A Family-owned SME

It's well known that it is often small businesses that succeed in advancing technology. In the village of Saint-Joseph de Coleraine, nestled in the mountains of Chaudière-Appalaches, Québec, a small company that employs a dozen people is preparing to mark a new milestone in the world of drones: deliver the first vertical take-off and landing aircraft with a payload of 90 kg.

When brothers David and Enrick Laflamme graduated in mechanical engineering, they returned to their home village to assist their father machinist. He was working on the design of a two-seater helicopter that could be operated in the category of amateur built aircraft. But in 2004, the project was abandoned because the cost would have been too high compared to the size of the potential market.

The two brothers started an engineering consulting business that allowed them to establish themselves as engineers. But their goal was always to start a manufacturing company. In 2010, they became interested in drones because it is a market with enormous potential and many opportunities. They chose to focus on the development of a vertical take-off and landing drone with payloads between 75kg and 100kg.

The lack of regulation

In 2012, the word "drone" was virtually unknown to the general public and Transport Canada had only two inspectors for all of Canada. When the two Laflamme brothers met Transport Canada for the first time to learn how to develop and certify a drone with a total weight of nearly 300kg, no one knew exactly what to do. Transport Canada's limited resources for the nascent UAV industry were also a drag on the process.

The Laflammes had the smart idea of using Chapter 527 of the Canadian Aviation Regulations for Helicopter Certification. They applied all the standards and load factors of this regulation to design their first drone. The adoption of this rigorous approach pleased Transport Canada, which is now working to put in place regulations for the LX300 category, which is the first UAV designed in Canada to weigh more than 200kg.

The LX300

The Laflamme brothers did not start from scratch. They were able to use much of the work and experience gained from their father's two-seater helicopter project. The shape of the LX300 is very similar to that of the famous Chinook military transport helicopter manufactured by Boeing. Surprisingly, apart from the size and weight of the LX300, the only other feature that sets it apart from the big Chinook, which weighs 22,680kg, is the absence of a pilot. The LX300 is truly designed as a classic helicopter and has all the elements, including the famous swashplate. It also has an inertial navigation unit and a GPS.

Unlike smaller drones, the LX300 is not equipped with an experimental engine. It has a Rotax 912 engine that is already certified for ultra-light class aircraft. This avoids having to worry about engine certification while having maintenance intervals at 2,000 hours which significantly reduces the cost of maintenance.

With an autonomy of up to 8 hours and a range of 150km, the LX300 can be used for border surveillance and by police forces for security purposes. It can also inspect pipelines, power lines or offshore wind farms. It can perform agricultural spreading and there are military applications that could be developed.

Progression

Things have changed since the Laflamme brothers' first contacts with Transport Canada. Now there are several Transport Canada? teams dedicated to drones on Canadian territory. Things are accelerating quickly: the LX300 made its first flights in September 2018 and the first delivery to a customer should take place in 2020. Since there are no comprehensive certification rules, there is no question of obtaining a type certificate that would be applicable to all LX300. For the moment, Transport Canada will issue one certificate at a time, clearing the way for the first customers to gain experience in drone operations.

LUXIA INNOVATION, THE TECHNOLOGICAL CRAFTSMAN

LUXIA INNOVATION

The aerospace industry is a state-of-the-art field where innovation is a matter of survival. When boarding a plane, carpets are rarely thought of unless they are stained or damaged. Yet their design, installation and maintenance require the use of innovative methods using craftsmen for certain stages. As a passenger aboard a CRJ or an A220, if the carpets of the plane pass unnoticed, it is because Luxia Innovation has done its job well.

Luxia's specialty

Luxia Innovation is a company specializing in aircraft carpets. It currently converts close to 350 of them per year and its turnover is divided equally between the business jet and commercial aircraft sectors. Luxia Innovation is one of North America's largest carpet finishers for private aviation and used aircraft.

To take measurements of a used carpet inside an aircraft, Luxia Innovation uses a 3D scanner to guarantee accuracy. Its experts carry out the cutting and finishing of carpets using sewing machines or embroidering by hand. They use individual sewing machines for commercial aircraft, because each airline has its own trim finish.

Luxia Innovation has developed a unique expertise in the field of repairing damaged carpets and cleaning stains. In the Montreal area, it offers an emergency service to its customers with a mobile team that is able to go to the customer at any time. From time to time, the team is called outside of Canada for problems that competitors cannot resolve.

Constant innovation

Like all companies in the aerospace industry, Luxia Innovation constantly innovates to stand out. Since airplane carpets all contain 60% to 100% wool and the remainder silk, they tend to warp as a result of changes in moisture content. Luxia Innovation is working on a process to prevent carpets from becoming deformed by changes in moisture content after installation.

The culture of the company

Luxia Innovation was founded in 2009. Five years later, partners Éric Roberge and Francis Labonté acquired one of their major suppliers, D. Dubé Artisan. As the name suggests, D. Dubé Artisan was a craft company and in the year following the acquisition, the two partners changed the company structure, implemented an ERP system and obtained AS9100 certification. Two and a half years later, they doubled the size of the finishing centre.

Messrs. Roberge and Labonté are two leaders with a rather calm temperament, easy to approach and pleasant to communicate with. Their attitude is reflected in the approximately 35 employees of Luxia Innovation who have a ready smile and work in an environment conducive to quality and precision.

The expansion

To continue to innovate, Luxia Innovation is participating in Aéro Montréal's Accelerator 360° initiative, which consists of four stages. The first is recruitment, where companies are evaluated. Those selected are grouped according to their different strengths and synergistic potential. Then comes the stage of preparation with market development experts who assist and train companies in their strategic planning process. The third step is propulsion, which consists of validating the chosen market and tackling it. The fourth step is the setting up of partnerships and/or merger/acquisition.

Accelerator 360° is supporting Luxia Innovation in a structured and thoughtful development process so that it can make the right decisions. The opening of the A220 assembly line in Mobile, Alabama represents an opportunity for Luxia Innovation to grow in the United States since it is the carpet supplier for this aircraft program.

The company is currently looking for a partner who would complement its activities. The two partners are open to discussions with one or more entrepreneurs looking for a partner with relevant experience and quality standards. Although the focus is on the United States, they are also willing to seize opportunities that come from elsewhere in the world.

M1 COMPOSITES, A STORY OF PASSION, PRIDE AND DETERMINATION

An eventful beginning

When M1 Composites began operations, it designed and manufactured composite parts for racing cars. But its founder, Lorenzo Marandola, came from the aerospace industry and his expertise was in the repair of parts and the extension of the life of commercial and military aircraft

In March 2012, M1 Composites signed a letter of agreement with its launch client, AVEOS. On Sunday, March 11, 2012, while looking at the end-of-day news bulletin, Mr. Marandola learned that AVEOS had filed for bankruptcy. He no longer had a customer in the aerospace industry. Despite being shocked and disappointed, he looked to see if he could turn the situation to his advantage. Mr. Marandola analyzed the impact on Air Canada of the closure of such a large supplier and reworked his business plan accordingly.

An important link

Mr. Marandola's passion and determination convinced Air Canada to have faith in M1 Composites, which had only three employees at the time. It hired the company to repair and maintain composite or metal alloy parts to extend their service life. The relationship between M1 Composites and Air Canada has grown ever since, and the airline even became its sponsor under the MACH initiative. The purpose of this program is to optimize the performance of Québec's aerospace supply chain in order to increase its international competitiveness. The MACH initiative uses supplier-client sponsorships and audits to identify gaps in companies' management and manufacturing capacity. M1 Composites is now MACH 4 certified. Mr. Marandola points out that Air Canada continually encourages him to reach new heights and surpass himself.

Expertise

M1 Composites is first and foremost a specialist capable of developing solutions to repair and extend the useful life of a part. It is a designated maintenance and repair organization (MRO) and a recognized design and approval agency of Transport Canada. If necessary, M1 Composites is able to manufacture a part that needs to be replaced. Contrary to what its name suggests, M1 Composites' expertise is not limited to composite materials. It extends to exotic metal alloys as well as to the interaction of metals and composites in an assembly.

Because it works in the field of repair, M1 Composites has to be able to adapt quickly to the demands of its customers, which vary depending on the season. More than 90% of aircraft damage occurs on the ground and the probability of an accident increases during winter conditions. So, when it snows in New York or Chicago, M1 Composites faces increased demand.

The next step

M1 Composites is also participating in Aéro Montréal's Accelerator 360° initiative, which aims to enable Quebec SMEs to cope with changes in the global aerospace supply chain. As part of this initiative, companies are encouraged to develop collaborations as well as mergers & acquisitions.

For SMEs, the Accelerator 360° features four stages: the first is the recruitment phase where companies are evaluated. Those selected are grouped according to their different strengths and synergistic potential. Then comes the stage of preparation with market development experts who assist and train companies in their strategic planning process. The third step is propulsion, which consists of validating the chosen market and tackling it. The fourth step is the setting up of partnerships and/or merger & acquisition.

M1 Composites is at the third stage and therefore looking for partners. In order to broaden its service offer, it is looking for one or more machine shops with expertise in special processes. M1 Composites is ready to work with SMEs that do not yet have experience in the aerospace field. Beyond the balance sheet, Mr. Marandola is looking for companies where the pride of a job well done is an important value, as is the case for all M1 Composites employees.

THERMETCO, TRANSITIONING FROM AUTOMOBILES TO AERONAUTICS

Thermetco is an SME specialized in heat treatments after machining. Founded 30 years ago, it was initially active in the automotive and defence sectors but for the past seven years has been diversifying into aeronautics.

A very different industry

All manufacturing companies making a transition to the aerospace industry are seeing the differences and distinctiveness of this industry. For Thermetco, transitioning from the automotive industry has resulted in a significant decrease in its role and involvement in decisions regarding the manufacturing process.

Stress relief treatments represent only 5% of the cost of manufacturing an aerospace part and therefore do not attract the attention of OEMs. Yet, a specialized treatment company like Thermetco can offer much more than just convenience at a great price. By working with the original manufacturer, the machinist and the finisher, it can determine the impacts of heated treatment on the geometry of a part in order to rectify the machining. This procedure eliminates the rework stage after soaking; elimination of one step means less labour, less time and material wastage, and shorter cycle time. Ultimately, the integration of the specialized process business into supply chain decisions could generate very attractive savings, as is the case in the automotive industry.

The other expertise that Thermetco can offer is an ability to work in a just-in-time management system with high volumes and tight deadlines. One of its goals is to be able to respond quickly to the demand of the aerospace industry without having to charge additional fees, and to always deliver on time. Here again, it is possible to reduce the cycle time as well as costs related to inventory.

Thanks to these capabilities, Thermetco has been able to establish a business relationship with Pratt & Whitney and offer it more than just a heated treatment service.

Additive manufacturing

Like the aerospace industry as a whole, Thermetco recognizes the value of investing in research and development. It is working with Fusia and F.Z. Engineering to develop breakthrough technology in the field of additive manufacturing. This enables Thermetco to be at the forefront in the stress relief treatment of parts that have been manufactured in 3D printing.

Although it has only been present in the aerospace industry for seven years, Thermetco understands that the small size of Québec companies in the sector is hindering the international development of the Québec aerospace cluster. Accordingly, it recently completed the acquisition of another Québec company active in specialized treatment. Its leaders want to go even further and are willing to create a joint venture or a multi-company consortium that would intervene at different stages of the aerospace supply chain. The goal is to create a Tier 1 or 2 large cap provider that can negotiate directly with the original equipment manufacturers, which would be less of a risk to them.

Towards the transition

Thermetco is participating in the Accelerator 360° initiative set up by Aéro Montréal. The purpose of this initiative is to support business development by promoting partnerships, mergers and acquisitions. It features four steps:

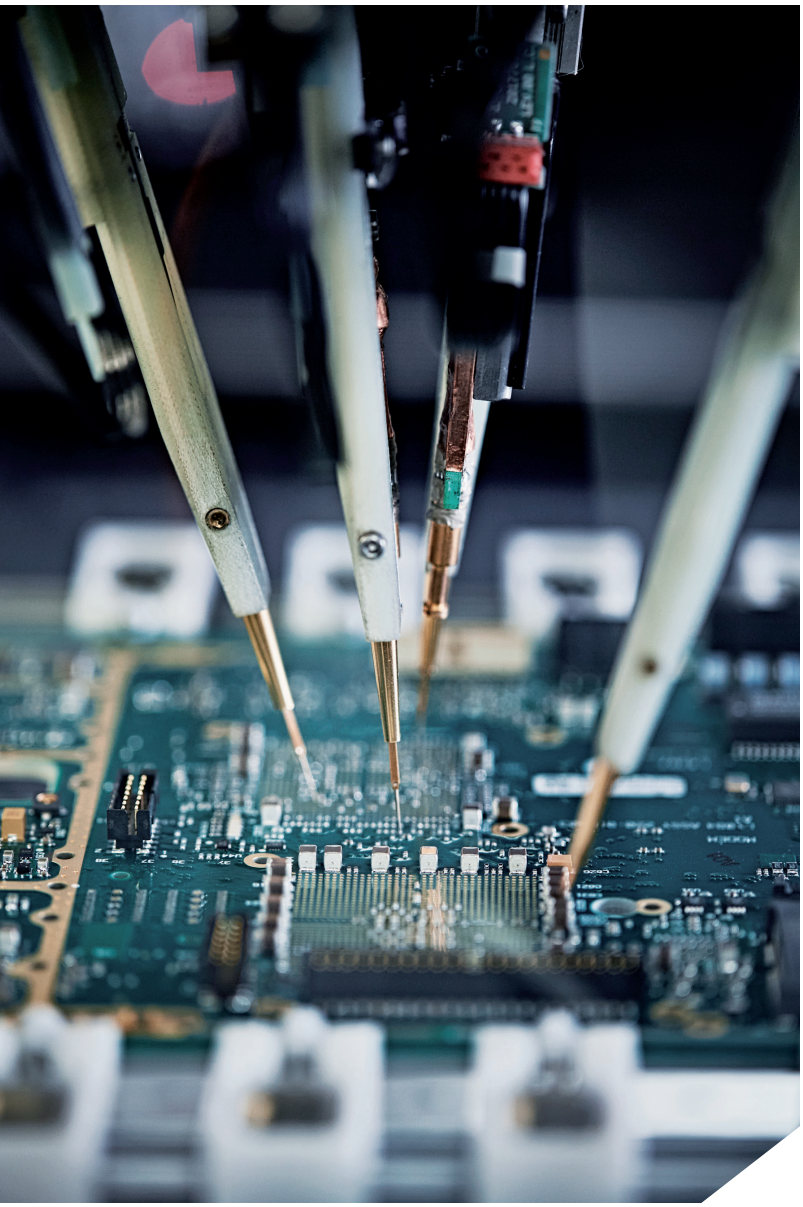
- Evaluation and selection
- Grouping companies according to synergistic potentials
- Validation of selected markets and implementation
- Establishment of partnerships and/or merger/acquisition

Thermetco is in the second stage of the Accelerator 360° which means it has already been evaluated by experts who recognize its potential for development. Thermetco's participation in the Accelerator 360° will help to guide and structure its approach so that it can make informed decisions. Thermetco is therefore open to partnership or merger offers.

VARITRON, IT'S ALL ABOUT INNOVATION!

Its history

Varitron has been active in the advanced electronics industry for almost 30 years and has unique expertise in some of the technologies it has developed. The company is able to provide complete solutions for its customers that include product lifecycle management and supply chain risk management. Varitron leverages innovative solutions and disruptive technologies to accelerate the development phase and bring products to market faster. The goal is to enable its partners to have a technological and competitive advantage that will extend the life of the product to maximize the return on investment.



Solutions in its DNA

The rapid technological evolution experienced in the field of electronics over the last 30 years has created many upheavals in this industry. To survive, companies need to work together to keep pace and adapt to ever-changing realities.

In response to market challenges, Varitron offers solutions in:

- Advanced cooling
- Printable electronics
- Protection of electronics
- Low pressure encapsulation - low temperature
- Power electronics

Varitron has been able to integrate into various ecosystems in advanced microelectronics. It is now an established C2MI collaborator – a centre of collaboration between applied research and companies seeking to commercialize discoveries. C2MI is part of the Université de Sherbrooke and collaborates with several universities around the world that are performing advanced research in microelectronics.

Seeking partnerships

Varitron is a real partner and values the success of a product just as much as its customer does. It is participating in Aéro Montréal's Accelerator 360° initiative, which aims to enable SMEs to increase their development potential through the creation of new alliances as well as through mergers or acquisitions. Varitron is also involved in the StartAero360° initiative, which is designed to support Canadian companies in the development and commercialization of breakthrough and innovative technologies.

Through its presence and its involvement in several ecosystems (universities, research centres, technology transfer centres), Varitron also represents an ideal partner for foreign defence and aerospace companies that want to invest in the development of new technologies.

Varitron is therefore looking for new partners to continue its growth. It is a company that truly champions the expression: "There are no problems, just solutions."