



AMAC AEROSPACE RAMPS UP WIDE-BODY MAINTENANCE AT BASEL

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AMAC's four hangars are currently operating to full capacity with maintenance work packages on three Airbus A340s and one Boeing B777 and more wide-bodies as a B747-8i is expected to enter the hangar doors later this year.

In addition, a new maintenance contract which includes a major C-Check package, a landing gear overhaul and interior refurbishment work such as the re-upholstery of the cabin seats and a new cabin carpet on an A330-200 aircraft has been signed by AMAC. The maintenance and refurbishment work on this wide-body will be carried out by AMAC Aerospace as of May this year.

“AMAC has become the MRO of choice when it comes to maintenance on wide-body aircraft. After only 10 years of existence, we have gained significance in the market and are acting now as an established partner in business aviation and are widely considered by private and head-of-state wide-body owners to perform maintenance on their aircraft.” said Mr. Bernd Schramm, group chief operating officer, AMAC Aerospace.

AMAC has also welcomed an Airbus A340-500 aircraft at its facility in Basel, Switzerland, to install a Ka-band system on the head-of-state aircraft. The supplemental type certificate (STC) for this installation has been developed by AMAC's engineering department. AMAC has already developed a STC for the Ka-band installation on B737-900ER aircraft, which was issued in January 2017. The STCs for a Ka-band installation on the aircraft models A340-500, A340-600 and B777-200LR are currently under development and will be available in the second quarter of 2017.

“Our engineering department has worked on over 750 projects for which minor modifications and STCs have been developed in order to fulfill the demands of our esteemed clientele. The STCs developed by AMAC for the Ka-band installation on the A330-200, A340-500/-600, B777-200LR and B737-900 offer a shorter down-time, a broader service portfolio to clients and is therefore a decisive market advantage when it comes to future Ka-band installation requests.” said Mr. Roger Sandmann, head of engineering, certification and CVE, AMAC Aerospace.

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