

AMAC Aerospace was founded in Basel in 2008 and has a range of MRO "firsts" to its name. These include carrying out Europe's first 16 year/192 month inspection on a Gulfstream V and the successful maintenance return of an Airbus A340 for C8 maintenance checks. Waleed Muhiddin, Vice President, Strategic Operations and Business Development comments: "AMAC strives to be a market leader in everything it does. We have dedicated and well experienced personnel and we train and engage with them, trouble shoot with them and more. Our aircraft engineers and specialist teams work around the clock to make sure that every project that comes through our doors departs on time and with a sense of confidence in clients' minds. Relationships are continuously being built, which

in turn leads to trust, which leads to a successful day at the office."

Repeat business is one of the keys to a successful MRO operation and provides both management and staff with a tangible sign that things are going well. "There is no magic formula, but we work hard to be who we are," he says. Muhiddin points out that to achieve the necessary quality assurance levels an MRO and/or completions centre has to go through a continual and rigorous audit process with EASA or other relevant aviation authorities. "Quality assurance comes through having good working practices and processes. AMAC Aerospace has libraries of information that help guide the specific work activities that go to make up a maintenance project. Through previous experience we understand these tasks in fine detail and can recognise and solve any problems or challenges that arise, quickly and efficiently, without wasting valuable time. This keeps projects on track and on budget. Our quality inspectors closely

monitor work that is being performed and have their own dedicated procedures in all our workshops," he comments.

Muhiddin points out that the various contractual maintenance programmes, such as Power-by-the-hour, and other OEM maintenance service plans are extensive and complex. "Commercial airlines tend to have more exposure to Power-by-the-hour programs than a VIP aircraft would have, but again, it depends on how heavily the aircraft is used. A commercial airline would probably have between 300 and 400 hours per month of usage, but a VIP aircraft might fly less than that in a whole year. The economies of scale offered by various plans are thus vastly different. Where the aircraft is generally based is also a factor. The impact of weather on the aircraft, for example, will be very different for an aircraft based in Europe to one based in the Middle East. We encourage our customers to contact us if they would like further details on the kinds of deals and pricing that are available," he notes. ■



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