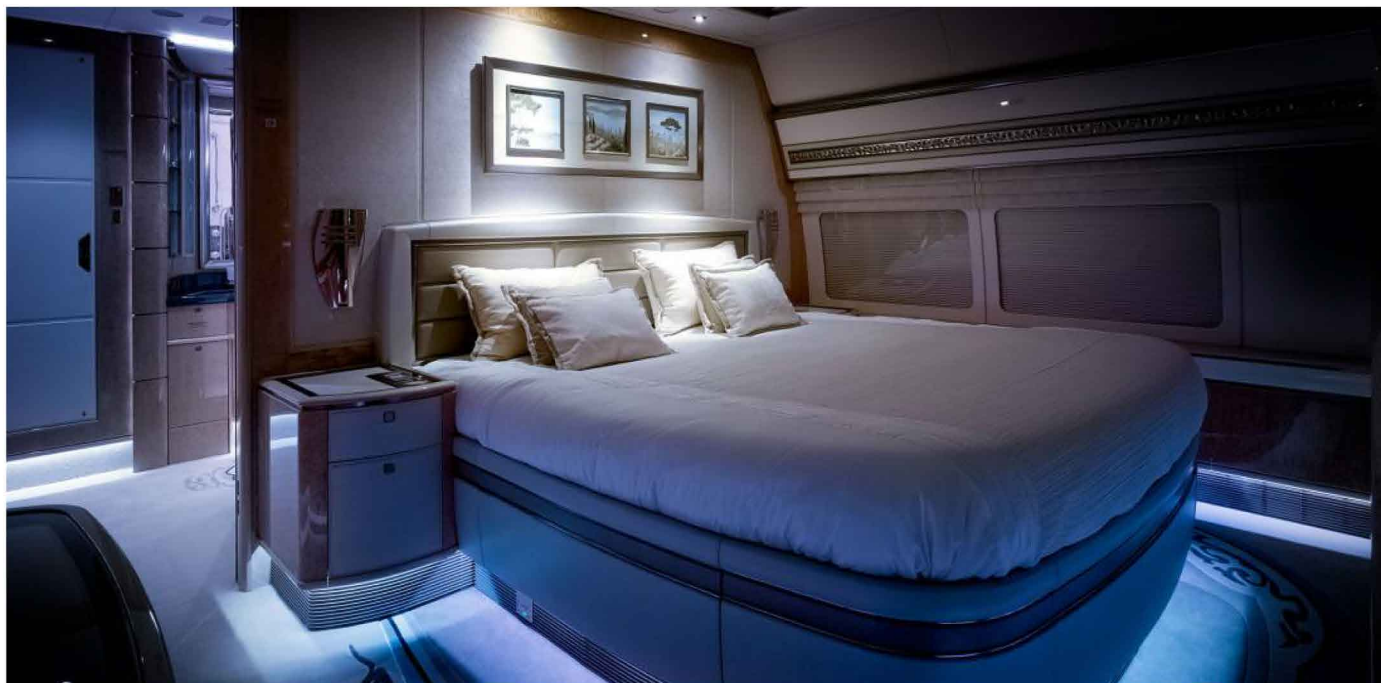


## **EBACE CONVENTION NEWS**

### **BUSINESS AVIATION**

# **Amac Aerospace Showcases BBJ, ACJ Flagship Projects**

by James Wynbrandt  
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*AMAC Aerospace's portfolio includes a wide breadth of completion skills for aircraft including BBJs and ACJs, and up to 747s and A340s. The company's Basel, Switzerland, facility also offers MRO services for these and many other aircraft types.*

AMAC Aerospace (Booth K121) is celebrating its 10th anniversary in fine style here at EBACE with announcements on flagship projects on Boeing and Airbus executive airliners, and recent refurbishment and MRO contracts that showcase its full range of capabilities. The Basel-based company performed the interior completion on the Boeing Business Jets (BBJ) Demonstrator here on static display (SD16), and has also been selected to perform the first completion on an ACJ320neo by UK-based Acropolis Aviation (Booth F70), launch customer for the next-generation ACJ.

The BBJ Demonstrator's 13-passenger interior, designed by Germany's Unique Design, features a layout emphasizing the expansive cabin space, incorporating both working environments and room to relax on its long flights. Outfitted with bespoke furnishings and fine materials, and highlighting the Swiss craftsmanship that are hallmarks of Amac's completions, the executive airliner also incorporates state of the art technical equipment including taxi and caution system cameras. Boeing will use the BBJ Demonstrator to show off the BBJ's design possibilities, cabin comforts, and styling to potential customers.

We appreciate that Boeing gave us this prestigious opportunity to showcase our capabilities and our high-quality workmanship," said Bernd Schramm, AMAC's group COO .

Boeing selected AMAC for the completion after an extensive bidding process and visiting and vetting completion facilities. Schramm said the facility tour allowed AMAC to "demonstrate our huge woodshop, our capabilities, and show the quality is coming from AMAC people, not from subcontractors." Additionally, AMAC had previously performed completions on three BBJ777s and a BBJ747-8i that was "a huge success, both in the quality" and keeping to the timeline. The BBJ Demonstrator project was completed on budget and on time in 12 months.

The ACJ320neo, with an interior designed by Alberto Pinto, will be delivered green to AMAC's Basel completion facility in Q4 2018, and is scheduled for redelivery to Acropolis in Q4 2019. AMAC was selected for the project following an extensive and competitive six-month long tender process. "We needed to select the right outfitter to bring Alberto Pinto's amazing vision to life," said Acropolis CEO Jonathan Bousfield, "and from our point of view AMAC demonstrated to us they had the skill and creativity to do this better than anyone else."

AMAC has performed completions on "quite a few ACJ319s, and two ACJ320s," among the more than a score of executive and head-of-state completions it has performed, Schramm noted, and had worked with Alberto Pinto studios on AMAC's 747-8i completion.

While the BBJ and ACJ projects are major coups, Schramm said AMAC isn't resting on its laurels. "We cannot focus on marketing what we achieved, we have to focus on improvements, how we can make the cabin lighter and streamline the [completion] process. We have to demonstrate at each maintenance visit, each A check and C check, each satcom installation, that we can fulfill the expectations of the customer, and the expectations of the customer are higher now."

#### Enter the Cocoon

Meanwhile, together with seat structure manufacturer PAC Seating System and the Alberto Pinto studio, AMAC's engineering department has developed its first Cocoon Seat, certified on the B747-8i and "easily certified for other jet types," according to the company. AMAC also announced its in-house developed STC for the Ka-band JetWave satcom on Boeing 737s is now available to the market.

AMAC, which provides MRO services as well as completions, also announced here two 12-year inspection projects. One, an Airbus A340-200, is currently underway and includes extensive refurbishments of cabin seats, furniture, and carpet using "smart repair" techniques, in addition to pylon inspection, requiring the removal of all four engines. Return to service is scheduled this quarter. AMAC also recently reconfigured a BBJ cabin from private to commercial use for a European operator, which necessitated major aircraft system rectifications by the company's engineering department.