

# Business Jet *interiors* INTERNATIONAL

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## *Falcon* CABINS

DASSAULT AVIATION  
REVEALS ALL ABOUT  
ITS TWO LATEST  
BUSINESS JETS – THE  
FALCON 6X AND 10X

### ASIA OUTLOOK

Experts discuss the growing demand for local interior services in Asia, and the challenges to overcome to develop the marketplace

### LIGHTING TECHNOLOGIES

The industry's suppliers present their latest lighting developments – from micro-LEDs to cut-to-fit strips, mood lighting and drop-in replacements

### SEAT TRENDS

Designers share the trends playing out in seat design now – from material matters to catering for specific areas on board

PRODUCTS & SERVICES

# OPEN HOUSE

A fifth hangar has opened at AMAC Aerospace's Basel facility to meet demand for maintenance work on mid-size business jets



AMAC has begun the process of enlarging its team to ensure its high standards are maintained even while capacity is increased

LEFT: AMAC AEROSPACE'S FIFTH HANGAR IN BASEL HAS SPACE FOR UP TO SEVEN MID-SIZE JETS

BOTTOM LEFT: THE HANGAR IS EQUIPPED WITH THE LATEST TECHNOLOGIES TO SUPPORT MAINTENANCE SERVICE

INSET: AS IT IS NEXT TO A RUNWAY, HANGAR FIVE DOESN'T HAVE A ROUNDED ROOF LIKE AMAC'S OTHER HANGARS

Early in March 2021, six huge hangar doors slid open and the first mid-size jets were positioned in the newest hangar at AMAC Aerospace's facility at EuroAirport in Basel, Switzerland. Hangar five adds 4,850m<sup>2</sup> (52,205ft<sup>2</sup>) of hangar space and 30,000m<sup>2</sup> (322,917ft<sup>2</sup>) of new apron space to the four existing hangars at the site.

"Hangar five is the perfect place for business aircraft," says Bernd Schramm, group COO at AMAC Aerospace. "We are pleased to offer slots in our newest hangar – which is well-equipped with the latest technologies – for existing and new clients. With our new hangar five, we are able to reduce our ground times substantially."

### FLEXIBLE SUPPORT

The hangar can accommodate up to seven mid-size jets, such as Bombardier Global or Challenger types, Gulfstream series aircraft or a combination thereof.

"Flexibility is key in times like these," explains Ruedi Kurz, director of maintenance and accountable CAMO manager. "Business people around the

world are looking for a safe way to travel. Having the perfect maintenance partner at their side makes their life easy. Our skilled teams will take care of any mid-size aircraft arriving here in Basel. Or if need be, our AOG support teams will travel to wherever our clients are."

At the rear area of hangar five there are five new workshops: a component and calibration shop, a window repair shop, a sound testing shop, the maintenance supervisors office and the maintenance planning office.

### TECHNICAL FEATS

The new hangar is close to a runway, which added a layer of complexity to the build process. The pneumatic crane used was within the runway's 7% safety buffer zone, so in an emergency it had to be possible to disassemble the crane within 20 minutes. Fortunately, while this was possible, it never had to be implemented – the project was spared from accidents.

Like AMAC's other hangars, the newest has a solid wood frame designed to be both

structurally and environmentally sound. For the frames, several layers of wood were laminated to increase rigidity. The wooden bars were cut and shaped in a factory, ready to be installed like Lego bricks on-site. Transporting the massive wooden beams from Alsace in France to Basel required 11 special-purpose trucks. The last roof elements were carefully placed onto the pillars (the load-bearing points) at the end of October 2020.

### FLOODED WITH LIGHT

The next milestone was reached in January 2021, when massive hangar doors were installed, spanning the hangar's 120m (394ft) length. Six sliding doors needed to be placed accurately in a rail system. Over the following weeks, several workshops, wardrobes, heating and electricity systems were installed, and plumbing work was completed.

Then all the building's safety technologies were tested, including the fire extinguishing system, sprinkler system and smoke detection system.

The hangar's huge doors and several skylights allow the interior to be flooded with sunlight. In addition, LED lamps and an optimised hot air heating system were installed and calibrated.



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