

Newsletter No 1, September 2010

Editorial

Welcome to the first issue of 'AMES high', which aims to keep customers, suppliers and employees informed about major changes and developments at AMES in the Design, Production and CAMO fields.

In 'AMES high' we aim to communicate on the changes and improvements we are making to allow us to deliver better on the increasing demands of our customers. Our continued investment in software such as UG-NX6, CATIA V5, SEE Electrical Harness and Ansys/NX Nastran keeps AMES in the forefront of Design Engineering and allows us to carry out most projects in-house. We are continually adding aircraft types to our CAMO approval certificate and we are in a position to add new types within 4 weeks. Our Engineers have virtually travelled the globe and have worked with all the major regulatory authorities.

In 2009 we started AMES Production Organisation and our aim is to supply all parts with Engineering Orders and EASA Form 1. We are also expanding on products which are required by our Customers. In future issues we also hope to cover social events we have with our customers. Without your support, understanding and encouragement, none of this would be possible and we look forward to satisfying your needs in the future.



Regards,
Daniel Maier, MD AMES PLS
Walter Starzacher, MD AMES GmbH
Christian Kogelmann, MD AMES CAMO (from left)

New Products:

AMES developed a new technology „Light Weight Movable Class Divider“ for B 737 NG and A 320 Family weighing under 17 lbs! This new product can be made available fully customized within a lead time of 3 to 5 weeks. This new product is an innovative addition to the AMES product portfolio of EASA certified cabin interior parts with the shortest lead time in the industry. Please visit www.ames.aero for new AMES EASA certified interior parts available within 3 to 5 weeks.

New Services:

From aircraft registration to EASA certification, implementation of configuration changes to de-registration and export, we can offer a full service contract including EASA Part M, Part 21 G (Production) and Part 21J J (Design) services. Additional services include stress analysis, damage tolerance assessment and research & development services for mechanical components and assemblies in accordance with EN 9100 requirements.

Further Scope Extension:

As of August 2010 the AMES CAMO extended its scope to include the ATR 72. EASA approval from Austro Control is a welcome addition to our growing list of business jets and commercial airliners as well as celebrating our first step into commuter aircraft.

Austrian Register:

AMES CAMO takes care of aircraft registered on any EASA registry. However, we are especially pleased to announce the growing popularity of the Austrian Register during transition periods. Recently we accompanied our tenth customer aircraft through the Austrian Register, from registration to airworthiness to deregistration and beyond.