



An Introduction to AMS System Engineering Ltd Aircraft Recovery Systems





Company Profile:

AMS Systems Engineering Ltd is a high profile, specialist-engineering company formed in 1988 and registered in the UK. The company is ISO9001 approved and successfully brings together the highest quality of expertise in design, development, construction and marketing of Aircraft Recovery Systems. These systems enable civil or military airport personnel, faced with an on or off runway incident, to move a disabled aircraft, quickly, safely and without secondary damage, to a safe area, thereby permitting a rapid return to normal operation of the airport.

The Aircraft Crash Recovery Systems developed by AMS represent the latest technology available in both material and system design. A design department, utilising the latest CAD drawing systems, supports the sales and marketing activity. All design and manufacturing is controlled to ISO9001 quality control procedures, with an after sales support service envied by others in the industry. This enables AMS to control quality and continually improve and develop its innovative products and, above all, supply a cost-effective package designed specifically to meet the needs of the end-user.

In order to maintain this level of quality control and manufacturing skill, AMS subjects its system of air bags and air control systems to a rigid and prolonged series of independent tests to meet the rigorous requirements of the United States Air Force. The tests include durability tests of 100 cycles of operation, product overload, component stressing, pressure holding and environmental test for extreme temperature operation, hydraulic fuel and fungi contamination and, finally, 20 year durability.

After sales support and induction training for the equipment supplied are major criteria for AMS. An established programme of practical training for the lifting and movement of aircraft forms an integral part of the AMS package. Training is undertaken in the UK at a site located close to the sales and marketing operation. A medium sized aircraft in a crash mode is used for hands on training, such activity further supported by classroom instruction by personnel from an established and world-renowned airline.



Customer Reference List

Taipei Domestic Airport, Taiwan.

Airport Immediate Response Kit.

Royal Norwegian Air Force, Norway.

Four - F-16 Fighter Aircraft Recovery Systems.

United States Air Force, United States of America.

Distributed to Over Twenty USAF Bases World Wide.

TWA Airlines, United States of America.

IATA Pool Kit Up-Grade.

Royal Malaysian Air Force, Labuan, Malaysia.

Group Three - Aircraft Recovery Lifting & Movement System.

Egyptian Civil Aviation Authority, Egypt.

Seven, Group 4 - Aircraft Recovery Systems.

Mactan-Cebu International Airport, Philippines.

Group Four - Aircraft Recovery Lifting & Movement System.

Aer Rianta Dublin Airport, Ireland.

Group One - Aircraft Recovery Lifting & Movement System.

Birmingham Airport, UK.

Aircraft Recovery Lifting & Movement System.

Hualien Airport, Taiwan.

Group Two - Aircraft Recovery Lifting & Movement System.

B747 Body Lifting Sling

Temporary Roadway.

Manchester Airport, UK.

Aircraft Lifting & Movement Recovery System.

South African Airways.

Group Three - Aircraft Recovery System.

British Airways, UK. *IATP Pool Kit holder*

Aircraft Recovery Jacks.

Temporary Roadway.

Makung Airport, Taiwan.

Group Two - Aircraft Recovery Lifting & Movement System.

Emirates International Airline, Dubai. *IATP Pool Kit holder*

Group Four - Aircraft Recovery System.

Aircraft Recovery Lifting Slings.

Temporary Roadway.



Faro Airport, Portugal.

Aircraft Recovery Lifting Slings.

Royal Australian Air Force, RAAF Amberley.

F1-11 - Aircraft Recovery Lifting & Movement System.
Aircraft Transporter System.

Royal Australian Air Force, RAAF Richmond.

C-130 - Aircraft Recovery Lifting & Movement System.
Aircraft Transporter System.

Newcastle Airport, UK.

Aircraft Recovery Lifting & Movement System.

Stansted Airport, UK.

Aircraft Recovery Lifting Slings.

Delta Airlines, Atlanta, USA, *IATP Pool Kit holder*

Aircraft Recovery Air Bags.

Tinan Airport, Taiwan.

B747 Body Lifting Sling.
Temporary Roadway.

Canadian National Defence.

C-130 - Aircraft Recovery Lifting & Movement System.

Heathrow Airport, London, UK.

Aircraft Transporter System.

Royal Brunei Airlines

B747 Recovery Lifting System & Movement System
Wide Body Aircraft Lifting Sling, Aircraft Hauling System,

Ghana Civil Aviation Authority, Accra, Ghana

Full 747 Recovery System

French Marine Corps.

Three, CACM Fighter Aircraft Recovery System

Republic of Korea Air Force

Group three - aircraft recovery system
Transporter movement system.

Thai Airways International, Thailand *IATP Pool Kit holder*

Multi Stack airbags.

CKS International Airport, Taipei, Taiwan.

Temporary Roadway.



PT Angkasa Pura II (Persero), Jakarta International Airport, Indonesia.

B747 Recovery Inflation System
B747 Recovery Movement System

Delta Airlines, JFK, USA, IATP Pool Kit holder

Aircraft Recovery Air Bags.

Royal Australian Air Force, RAAF Williamtown.

F15 - Aircraft Recovery Lifting & Movement System.
Aircraft Transporter System.

United States Air National Guard

Mississippi ANG, Jackson, MS,
Rickenbacker ANG Base, Columbus, Ohio
Otis ANG Base, Boston, MA.

DHMI, Istanbul, Turkey

Multi Stack airbags.

Japan Air Lines, Tokyo, Japan, IATP Pool Kit holder

Complete air bag recovery system.

Ramstein Air Force Base, Germany,

Complete Military Aircraft Movement System

Athens International Airport, Greece,

Complete air bag recovery system.

Napoli International Airport, Italy,

Group 1 Air bag recovery system.

PT Angkasa Pura II (Persero), Jakarta International Airport, Indonesia.

B747 CACM Recovery System
B747 Recovery Movement System

Belfast International Airport

Airport Immediate Response Kit

Stansted International Airport

65 tonne Aircraft De Bogging Kit

Dublin International Airport

65 tonne Aircraft De Bogging Kit

Malaysian Airlines, Kuala Lumpur, Malaysia

50 (100m²) Synthetic Roadway Panels

British Airways, (LHR) IATP Pool Kit holder

100tonne Load Indicating Devices

London Heathrow Airport

Centralised Air Control System (CACM),
40 tonne Pneumatic Air Bag.



USAF, March AFB, CA. USA

Group 4, Sledge Hauling System

PT Angkasa Pura II (Persero), Jakarta International Airport, Indonesia.

70, (140m²) Aluminium Roadway Panels

Lajes Field AFB, Azores

Euro Fighter Lifting System.

Emirates Airlines, Dubai, UAE

CAT 3: A380 Universal Lifting Beam & Sling Assembly including B747, B777, A330 & A340 Body Sling

Hycom (Airbus)

A380 MLG De Bogging Assembly

Domodedovo International Airport, Moscow, Russia.

240 (480m²) Synthetic Roadway Panels

Ivanova International Airport, Russia.

125 (300m²) Synthetic Roadway Panels

CAT: 1 Aircraft Fuselage Lifting Assembly

50 tonne Aircraft De-Bogging Kit

Pulkovo International Airport, Russia.

B747 Recovery Inflation System

Four, 50 tonne Aircraft De bogging Kits

British Airways, UK. *IATP Pool Kit holder*

CAT 3: A380 & A340 Forward Fuselage Lifting Sling Assembly

MLG De-Bogging Kit

A380 WLG De-Bogging Kit

(120m²), 3 x 1, Synthetic Roadway Panel

Qantas Airlines

CAT 3: A380 & A340 Forward Fuselage Lifting Sling Assembly

A380 WLG De-Bogging Kit

(600m²), 3 x 1, Synthetic Roadway Panel

Faro International Airport, Portugal,

Group 1, Aircraft Recovery Lifting System,

CAT 1: Forward Fuselage Lifting Sling Assembly

150 off, (300m²), 2 x 1 Synthetic Roadway Panels

Goldhofer ARTS 6 / TP-L 4 Transporter, 5/50 Tilting Platform & 3/20 Swivelling Booster

Lisbon International Airport, Portugal,

Group 1, Aircraft Recovery Lifting System,

CAT 1: Forward Fuselage Lifting Sling Assembly

150 off, (300m²), 2 x 1 Synthetic Roadway Panels

Goldhofer ARTS 6 / TP-L 4 Transporter, 5/50 Tilting Platform & 3/20 Swivelling Booster



Pulkovo International Airport, Russia.

B747 Recovery Inflation System
Four, 50 tonne Aircraft De bogging Kits

Kinmen Airport, Taiwan.

160 off, (640m²), 2 x 2 Synthetic Roadway Panels

Air France, Paris, France.

CAT 3: A380 & A340 Forward Fuselage Lifting Sling Assembly

USAF ANG, 177th Fighter Wing, Egg Harbour, NJ, USA

CAT 2 Aircraft Fuselage Lifting System

USAF ANG, Dyess AFB, TX, USA.

CAT 2 Aircraft Fuselage Lifting System

Canadian National Defence.

CAT 1 Aircraft Fuselage Lifting System

USAF, Manas International Airport, Kyrgyzstan

CAT 2 Aircraft Fuselage Lifting System

USAF Bagram Air Force Base, Afghanistan.

CAT 3 Aircraft Fuselage Lifting System

Taoyuan International Airport, Taipei, Taiwan

B747 [Group 4] Centralised Air Control System, air bag recovery system.

PT Angkasa Pura I (Persero)

Hasanuddin International Airport Makassar, Indonesia

PT Angkasa Pura I (Persero)

Ngurah Rai International Airport Bali, Indonesia



Company Certification:

All equipment has been specifically designed for the successful recovery of aircraft from either the runway or other area located in close proximity to the airport.

AMS manufacture all equipment in accordance with the relevant Aircraft Recovery Manual to minimise the risk of secondary damage to the aircraft, but ensuring the safety of the operators at all times.

AMS are listed as suppliers of aircraft recovery equipment in the Boeing Aircraft Recovery Manuals.



In 2000, AMS were awarded the Millennium Products Award by the United Kingdom Design Council, as reward for the innovative design of Aircraft Recovery Equipment.



AMS Aircraft Recovery Equipment is issued with NATO Stock Numbers, as AMS are the largest suppliers of aircraft recovery equipment to military organisations.

AMS are an approved supplier of Aircraft Recovery Equipment to NATO. Our NATO Suppliers Code for Manufacture of Aircraft Recovery Equipment is NSCM U7972

AMS are the only manufacturer of aircraft recovery equipment to conform to the environmental test, Military Standard 810.

AMS Systems Engineering Ltd is proud to be a member of the IATA Partnership Programme for the specialized area of aircraft recovery. AMS were the first aircraft recovery equipment manufacturer to have undertaken this commitment to the recovery industry.





Registration Schedule

SCOPE OF REGISTRATION

Sale of Aircraft Recovery Equipment

Company Name: **AMS Systems Engineering Ltd**

Sites Registered: Unit 3
Bentley Industrial Estate
Bentley
Farnham
Surrey GU10 5NJ

Standard: **BS EN ISO 9001:2008**

EAC: 29

Date of Registration: 14/12/2009

Date of Expiry: 13/12/2012

Certificate Number: AJA09/AN/1283



Raymond Hinton *Timothy Dixon*
Joint Chief Executives, AJA Registrars



This Certificate has been issued by AJA Registrars Limited, Unit 8, Gosham Court, Gosham Gate Business Park, Exeter Close, Farnham, Dorset UK, BS20 7TS

This certificate is the property of AJA Registrars and must be returned on request



Registration Certificate

*This is to certify that
the Quality Management Systems of*

AMS Systems Engineering Ltd

*have been assessed by AJA Registrars and registered
against the requirements of*

BS EN ISO 9001:2008

Certificate No.: **AJA09/AN/1283**

Date of Original Registration : **14/12/2009**

Date of Expiry : **13/12/2012**

Date of Re-Registration : **N/A**



Raymond Kintan *Timothy Dixon*
Joint Chief Executives, AJA Registrars



This Certificate has been issued by AJA Registrars Limited, Unit 9, Gorbals Court, Gorbals Gate Business Park, Seberon Cross, Forthbank, Glasgow G3 7JG UK

*This certificate is issued in respect of the locations & scope of registration detailed in the Associated Registration Schedule.
This certificate is the property of AJA Registrars and must be returned on request.*



**CERTIFICATE OF INCORPORATION
OF A PRIVATE LIMITED COMPANY**

No. 2353288

I hereby certify that

A.M.S. SYSTEMS ENGINEERING LIMITED

is this day incorporated under the Companies Act 1985
as a private company and that the Company is limited.

Given under my hand at the Companies Registration Office,
Cardiff the 28 FEBRUARY 1989

S. M. Phillips
S. M. PHILLIPS
an authorised officer

HC007A



GSE VENDOR INFORMATION MANUAL

VENDOR : AMS SYSTEMS ENGINEERING LTD.		CODE : U7972	
ADDRESS (Head Office) UNIT 3 BENTLEY INDUSTRIAL CENTRE, FARNHAM SURREY GU10 5NJ, ENGLAND		Telephone : (44) 1420 23777 Telex : Twx : Sita : Fax : (44) 1420 23900 E-mail : sales@aircraft-recovery.co.uk	
Department	Contact Name/Title	Address	Telephone Telex
Commercial	Alan KNIGHT Managing Director	As Head Office	As Head Office
Product Support/Sales	Scott KNIGHT Sales and Marketing Director	As Head Office	As Head Office
Spares & Repairs	Mark KNIGHT Technical Director	As Head Office	As Head Office
SUMMARY of Products for which Proprietary Rights are Granted : AIRWEDGE - Angled recovery airbag for lifting aircraft. TRAKCESS - Temporary access roads.			
Issue : June 2006		Page 1/2	



BRITISH AIRWAYS

To Whom It May Concern:
27th October, 2006

British Airways Engineering Aircraft Recovery

Dear Sir,

Since the early 1990's British Airways have been operators of AMS Systems Engineering Ltd aircraft recovery equipment.

During that time we have found all the equipment offered by AMS Systems Engineering Ltd, to be satisfactory to our requirements .

In recent years, we have worked closely with the Design and Engineering Department of AMS on the development of recovery equipment for the A380.

AMS have also shown their best intentions to the industry by being the first vendor to register as IATA Strategic Partners, of the IATA Aircraft Recovery Working Group, further endorsing their commitment to the recovery industry.

We are also aware that the aircraft manufacturers, such as Boeing and Airbus have a great deal of respect for AMS and it's staff, who act with a great deal of professionalism at all times.

British Airways are proud to have been associated with AMS Systems Engineering Ltd and we look forward to continuing our close working relationship into the future.

Yours sincerely

Wayne Fraser
Aircraft Recovery Team Manager
British Airways
London Heathrow Airport
Tel: 020 8 - 562 4439
Fax: 020 8 - 562 4136
Email: wayne.f.fraser@britishairways.com



British Airways Plc
Registered Office: Waterside PO Box 365 Harmondsworth UB7 0GB
Registered in England No. 1777777

www.britishairways.com





19 April, 2007

Mr Scott Knight,
Managing Director
AMS Systems Engineering Ltd
Unit 3 Bentley Industrial Centre
Farnham, Surrey
GU10 5NJ, England

Dear Scott,

On the 12th March the Emirates Recovery Team was deployed when Dubai International Airport was closed due to an aircraft incident. An A310 aircraft contacted a foreign object on the runway at high speed on take off roll causing the nose gear to fold back into the fuselage. The aircraft came to rest close to the end of the runway resting on the two main gears and the forward fuselage. Both engines were in contact with the ground and all four right hand main gear tyres had blown.

We keep our recovery kit in a rapid response configuration for deployment by road or air and there was no time lost in getting our equipment to the site. This was achieved prior to the aircraft being released by the investigating authority. Due to the urgency to get Dubai airport re-opened I am sure you can imagine the pressure that was applied to us and the quickest solution would have been to use a crane and sling. Unfortunately the weight of the aircraft and load on the lifting frame was by my calculations 2 tons over load limit with the fuel and freight in the forward cargo on-board. Therefore to save the time required to defuel and off load the forward cargo which incidentally now contained the nose gear, it meant that we had to opt for an airbag and jack configuration to raise the aircraft.

In the words of the Airbus structural engineers who conducted the survey post the event, the recovery was described as text book. My reason for informing you of this is simply to let you know that the equipment that you supplied work well without any problems. The pneumatic lifting bags and compressor performance was good as was the low profile recovery jack used to follow up and take over from the airbags.

As you know we have used our kit several times now and this had to have been the most trouble free event to date. However the one piece of our kit that excelled again was that of our turn-table. This was used by us for the second time and on this occasion took a load of 18tons. Even though this was actually a lot less than the first time we used it, it was 10tons over its rating and showed no signs of distress whilst under load nor post

The International Airline of the United Arab Emirates

الخطوط الجوية الإماراتية المحدودة

Engineering Department
Base Maintenance
Telephone: 2245428 / 2085261
Telex: 49262 ERIKAG EM
Fax: 209714 / 2085269 / 2244344
P.O. Box 686, Dubai, UAE.

القسم الهندسي
صيانة القاعدة
هاتف: 2245428 / 2085261
فاكس: 209714 / 2085269 / 2244344
ص.ب. 686، دبي، الإمارات العربية المتحدة



recovery inspection. It is a credit to you and Mark and we would have been seriously hampered without it.

Finally we are now in receipt of our new A380 capable lifting sling. It is now assembled in our Recovery Workshop and it is a very impressive piece of equipment. I have great comfort in having a lifting sling capable of a fuselage lift on any in-service aircraft as well as the soon to be in-service A380. The quality and build standards look good and I have confidence that it is more than capable of achieving a safe, secondary damage free lift. As the first of its type I would like to thank you for taking the initiative to design and manufacture it.

Regards,

MALCOLM BROWN
*Manager Base Operational Maintenance
and Aircraft Recovery*
Tel: 00971 4 218 1820
Fax: 00971 4 299 1059
malcolm.brown@emirates.com

The International Airline of the United Arab Emirates

الخطوط الجوية الإماراتية الدولية الإمارات العربية المتحدة

Engineering Department
Base Maintenance
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هاتف: 2245678 / 2081261
فاكس: 009714 2085269 / 2244144
ص.ب. 686، دبي، الإمارات العربية المتحدة



PT (PERSERO) ANGKASA PURA I
KANTOR PUSAT
JAKARTA

Kota Baru Bandar Kemayoran Blok B. 12 Kaveling No. 2 Jakarta - Pusat (10610)
Telepon Induk : (021) 6541961 (hunting) Facsimile : (021) 6541513, 6541514 Telex : 42475 PERAPS IA

Ref
Date *March 5 2003*

To :
AMS System Engineering Ltd, UK
Unit 3, Bentley Industrial Centre,
Farnham, Surrey.
GU 10 5 NJ
England.

TO WHOM IT MAY CONCERN

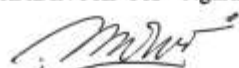
We, the undersigned hereby certify that, the Aircraft Lifting Bags Equipment and Aircraft Movement Systems for B747 which supplied by AMS System Engineering Ltd, UK and PT. Parama Santika Dibyakarya - Jakarta (As the Indonesian Sole Agent) has been Tested, Commissioned and we Implemented and Accomplished the Training of it's operation at Ngurah Rai Airport - Bali.

Due to our knowledge all are in Satisfactorily manner, Pursuant and Complied to our Technical requirement and Specification, either when we get the Factory Training for the similar courses in England are really Satisfied with the Professional Services furnished / provided.

We, as the customer and buyer are really grateful thanks to AMS Engineering Ltd UK, for that.

Bali, March 5th, 2003
PT. (Persero) Angkasa Pura I
(As Buyer)


Drs. Sujitno
PKP-PK - PT AP I Head Office


Drs I Nyoman Suandha
KADIN PKP-PK - Ngurah Rai Bali Airport


Moch Badrudin
KADIN A2B - Ngurah Rai Bali Airport


Ir. Slamet Suwartono
Kepala Sub Direktorat Teknik Perairatan
PT AP I Head Office



N E W C A S T L E I N T E R N A T I O N A L A I R P O R T L T D



Registered Office
Woolington Newcastle upon Tyne NE13 8BZ
Telephone: Tyneside (0191) 286 0966
Telex: 537831 Fax: (0191) 271 6080

To Whom it May Concern.

During the early 90's as Newcastle International Airport's expansion continued at a relentless pace it became increasingly obvious that the airport would need to invest in Aircraft Recovery Equipment in order to enable the airport to become operational as quickly as possible following an aircraft incident which would require the removal of a damaged aircraft.

In April 1994 the decision was made to investigate the suitability of equipment available in the UK and representatives of Newcastle Airport visited other UK airports to view at first hand the equipment currently in operational use.

Following these visits it was agreed by Engineering, Operational and Fire Service representatives that an initial investment in a rapid intervention system would be the way forward.

A specification for the necessary equipment was drawn up and **AMS Systems Engineering** of Farnham in Surrey won the tender to provide both the equipment and the training.

They won the tender on a combination of price and suitability of the equipment they proposed to build and supply. We were impressed with the attention to detail of the trailer mounted system, we could not find fault with the build quality and its simplicity of use, with everything colour coded, made the understanding and training a simple operation.

AMS Systems Engineering complied with our specification and all legislation current at the time of manufacture. They provided all necessary instruction manuals, parts manuals and lists of component manufacturers and were actively involved in the project from winning the tender to supplying the equipment.

They provided certificated training for Newcastle Airport personnel at Dunsfold Aerodrome, Surrey and within the time frame of the course everyone who attended came away confident that they could handle and operate the equipment.

We found **AMS Systems Engineering** helpful at every stage of the procurement and the equipment supplied fitted our needs and specification, the trailer, airbags, air distributors and hoses cannot, in our opinion, be faulted.

D. Reed
Engineering Manager



Registered No. 2077786 England



MISSISSIPPI AIR NATIONAL GUARD

HEADQUARTERS, 172ND AIRLIFT WING
JACKSON MISSISSIPPI

13 Feb 06

To Whom It May Concern:

This is to briefly describe the Crash Recovery support the Air Force, Air National Guard and Air Force Reserve has received from AMS since 1996, the ANG programs beginning. The company, throughout this period at their own expense, has supported our program with technical expertise concerning their equipment without charge. All of the technical support was supplied to the Air Force, ANG and AFRES personnel immediately and without question. During the past ten years the ANG has sponsored and held eight Aircraft Recovery exercises in Tucson AZ. Without hesitation AMS personnel travelled to Tucson from England to act as on site technical advisors for the exercise. In addition during this period the ANG has held four Crash Recovery conferences in Atlanta in which AMS provided support in the form of lecture, describing proper equipment set up and operation. They have always been available to answer questions whenever those questions arise. This all has been done at the company's own expense. Without their support, the ability for us to teach proper equipment operation and lifting techniques would have been limited or at least hampered. It has been an extreme pleasure to work with a company that is willing to be available at any time and provide technical support for their product without question or charge.

Respectfully submitted for your information

SMSgt Alan Patterson

ANG CDDAR SPOC

Centralised Air Control Module



The Centralised Air Control Module [CACM], is unique to AMS, and has been developed as a rapid deployment air inflation system for aircraft lifting bags. The central control panel allows the operator independently inflate up to 75 air bags at 5 points around the aircraft.

There are over 23, CACM units in operation worldwide, with commercial & military operators.

Single Control Console



The Single Control Console [SCC] is the more conventional air inflation system.

Fitted with a gauge on each outlet this gives an accurate pressure readings direct to the operator. Each outlet independently controls the flow of air into the air bag.

The SCC is fitted with a pressure regulator, incorporating an air filter.

Air Bags



Air Bags are available in various capacities and can be manufactured as either single element, module or multi stack configurations.

AMS air bags are not aircraft specific and can be used on multiple aircraft types.

All air bags are manufactured to MIL-STD-810 (environmental).

Temporary Roadway



AMS temporary roadway panels are very versatile and can be used for various applications, such as immediate access to the aircraft after the incident, the removal of passengers & cargo, positioning recovery equipment and also for the removal of the aircraft in a de-bog situation.

Panels are available in 2 x 1mtr & 3 x 1 configurations, both within manhandling limits, with no specialist tooling required.

Sledge Movement Systems



In the event of a landing failure on soft ground, the AMS sledge system enables the aircraft to be removed from the incident site, without the need for specialist transportation systems.

This system is fully compatible with other AMS equipment and is not restricted to aircraft types as its design is universal to all aircraft types.

Transportation Systems



Should the aircraft experience a landing failure on the runway or other hard standing, the AMS transporter system enables the aircraft to be removed from the incident site quickly and effectively, minimising the down time often experienced when waiting for third party assistance.

With a capacity of up to 40 tonnes the AMS transportation system is suitable for most aircraft types.

Lifting Systems



AMS have developed a fuselage lifting system that is universal for the majority of aircraft which are operational in today's industry.

Over fifteen fuselage lifting systems have been supplied to various airports and military establishments, ranging from the CAT 1 to the A380 compatible CAT 3.

Load Cells



The recording of critical data is now considered to be an important part of any aircraft recovery operation, whether it is a simple de bog, or the more complex full lift and movement.

Load indication devices, are available from 5 to 100 tonne capacities & can be provided with either remote single hand held units or as a standard display unit.

Training



We believe that training forms a key component of any system, therefore we offer training at our dedicated training centre in the UK, where we use a passenger aircraft, and at the final destination of the equipment.

Every training course is structured to meet each individual client's needs therefore providing you with a comprehensive package meeting your requirements.



AMS Forward Fuselage Lifting System, CAT 3 Trials:



Client List Aircraft Fuselage Lifting System;





For further information on AMS Aircraft Recover Systems please contact us at the following address:

AMS Systems Engineering Ltd

Unit 3, Bentley Industrial Centre,
Bentley,
Farnham,
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GU10 5NJ,
England

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