

The logo for AAS, consisting of the letters 'AAS' in a bold, italicized, sans-serif font. The 'A' is a single blocky character, while the 'S' is a continuous, sweeping curve. The entire logo is rendered in a vibrant red color.

AAS

Aircraft Sales

Charter and
Aircraft Management

Maintenance

Non-Destructive Testing

A photograph of an Atlas Air Service hangar. The hangar is a large, modern building with a prominent sign that reads 'ATLAS AIR SERVICE' in red, block letters. The hangar is partially obscured by a large, semi-transparent red geometric shape that covers the left and top portions of the image. In the foreground, several private jets are parked on the tarmac. One jet in the foreground is a Phenom 300, with its registration 'D-151' visible on the fuselage. Other jets are visible in the background, including one with the registration 'D-151' and another with 'D-151' on the tail. The overall scene is bathed in a red light, consistent with the red geometric overlay.

Business Aviation

360°

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Private Archive Jochen Weyhausen-Sauer and Ganderkesee Airfield

Business Aviation **360°**

The three companies of the **Atlas Air Service Group** have been maintaining business aircraft of European customers for many decades. We focus on sustainable and fully comprehensive customer support.

With 280 employees at five locations, our services range from **aircraft trading** to **technical and flight operations consulting** as well as **aircraft maintenance** and **individual charter flights**.





Responsibility and reliability

Gregor Bremer, Chief Operating Officer at Atlas Air Service AG (COO) and Dr. **Nicolas von Mende** (CEO) discuss the company's beginnings, how to deal with challenges and also the direction the company plans to take in the future. **Florian Kohlmann** (Managing Director of subsidiary Augsburg Air Service GmbH) as well as **Natascha Rode** and **John van Emden** (Management Board of AAL AG) explain the synergies resulting from the merger with Atlas Air Service.

Our full-service approach is unique in the european business aviation market.

Gregor Bremer

Has the corporate strategy changed over the years?

Nicolas von Mende: About twelve years ago, our aircraft maintenance and repair business was mainly relying on our aircraft sales. We expanded our service portfolio by Embraer as a further manufacturer alongside Cessna and Beechcraft to improve our business processes, which gave us more independence. Over the past years, we have also invested in new lines of business and digitization, and we have professionalized our management. In 2014 we acquired the maintenance facility in Augsburg (formerly Beechcraft Sales and Service GmbH) and in 2019, we have taken over the Stuttgarter Flugdienst and thus expanded our charter flight base. At the beginning of 2022, Atlas Air Service AG became the new owner of AAL AG, based in Altenrhein, Switzerland. This special mix of diversification and conservative way of management has granted us strength and stability. This means we own all our buildings and fortunately we don't have any debts. We are lucky to have owners thinking in long term dimensions and also the company's fantastic reputation – which we have built up over the past decades.

How can a family-owned, medium-sized company like Atlas Air Service AG compete on the global market?

von Mende: Through entrepreneurial and sustainable management. At Atlas, we start working on future topics at an early stage. For example, the availability of Internet in our business jets. Atlas is working on the use of Sustainable Aviation Fuels (SAF). In the near future, our customers will have the option to fly with SAF. **Gregor Bremer:** Some of our customers have been with us for over thirty years. They bought their first propeller aircraft in Ganderkesee, then moved on to a Citation Jet and are now proud owners of a huge Embraer Legacy. We've accompanied them on every step of their way, by advice and the maintenance of their aircraft in our hangar.

Atlas Air Service AG has just taken over AAL AG (formerly Altenrhein Aviation). What advantages do you see for the group?

Natascha Rode: In association with Atlas Air Service, we can serve our customers even better, for example through a joint AOG service and better availability of spare parts in the group. Atlas can also support us in digitalization and marketing.

John van Emden: AAL AG, based in Altenrhein on Lake Constance in eastern Switzerland, is a business aviation maintenance company. Together with Atlas Air Service and Augsburg Air Service, we are a group five times larger than AAL AG. High-priced test equipment and tools can now be used in the group; this expands our expertise – to the benefit of our customers.

In association with Atlas Air Service, we can offer our customers even better service, for example through a joint AOG service. Natascha Rode



Natascha Rode, John van Emden

Gregor Bremer: Aircraft maintenance requires knowledge and experience - the more, the better. That is why our customers in Augsburg and Bremen also benefit from the cooperation with AAL AG. The employees and management of AAL AG have achieved a gratifyingly positive development in recent years.

What characterises Augsburg Air Service GmbH?

Florian Kohlmann: The relationship with our customers is based on respect and trust. The company's beginnings date back to the early 1970s. Since then, Augsburg Air Service has built a first-class reputation for the sales and maintenance of Beechcraft and Hawker aircraft. Today, our portfolio also includes Embraer Executive Jets and Cessna Citation Jets, and we offer full maintenance and modification services for all these aircraft types. At Augsburg Air Service, success is the result of a family-owned, trust-based corporate culture. Together we have a widely diversified spare parts stock! Know-how and specialized employees are exchanged between the locations as needed. A big advantage for the customer is also the AOG service, which is active 24/7 from Bremen as well as from Augsburg. Furthermore, Augsburg Air Service GmbH can boast various special departments: These include an in-house landing gear shop, a paint shop, and an avionics and instrumentation department. The portfolio is rounded off by the sale of used Beechcraft and Hawker aircraft worldwide.

What makes Atlas Air Service so successful?

von Mende: Our employees and our strategies are geared to long-term success. There are

plenty reasons why our employees remain loyal to the company: we are a reliable employer without cyclic waves of redundancies. Instead, we invest extensively in education and training, which is only possible because our shareholders are faithful to the company and want to see it develop further. We adhere to the principle of keeping the company valuable and making it even more valuable.

Every company is grateful to have experienced and loyal employees, is that right?

Bremer: That's true – here at Atlas Air Service we are genuinely proud of our professional, yet at the same time family-like work atmosphere. Most of our employees spend their entire working life with us. Atlas Air Service has been committed for over 50 years, not only to quality of service, but also to quality of life. We maintain personal ties to our clients and can see just how dedicated our employees are. This is part of our DNA, as well as the great sense of responsibility of our company's owners.

What can potential aircraft buyers expect when they buy an aircraft from you?

von Mende: We support them all the way and through every milestone in the life cycle of their aircraft. This starts by making recommendations on suitable aircraft types and carrying out all inspections prior to purchase. We calculate operating costs and deliver the aircraft to the client after the purchase. If desired, our flight operations will manage the aircraft or make it available for external charter to produce earnings for the owner. Meanwhile, our ongoing maintenance service is available at all times.

How important is the maintenance business within the company?

Bremer: In the golden years of aircraft sales, maintenance played only a supporting role. Nowadays, most aircraft manufacturers are getting rid of their dealer network. Now our maintenance facility has to become profitable – along with our other business units of charter sales, non-destructive testing, component repair and special mission modifications. Over the past few years, we have evolved from a manufacturer's partner into a large, independent provider. We decided to skip piston aircraft and to focus more on turbine-powered aircraft, which has made a big difference. A major inspection of a Citation Jet takes between 250 and 350 man-hours, a larger aircraft even 2,000 man-hours, with further 1,000 man-hours in the hangar if any repairs are necessary.

Flight operations obviously play a big role.

von Mende: It was considered a gamble and was not profitable. Today, it is a professionally managed business unit with twelve aircraft, its own pilots and a 24/7 flight operations center. Whether you operate one, five or ten aircraft, you need an organization. This is where the economies of scale of our fleet take effect.

What are you planning for the future?

von Mende: We want to continue to grow in the maintenance business and drive vertical integration. The expansion of our business areas includes new services such as special modifications. Working on Special Mission Aircraft (SMA), Atlas is mastering challenges at the highest level that go far beyond maintenance. The conversion of aircraft for special missions with

cameras, radomes or even medical equipment, right up to a full-fledged Medevac station with incubators and lift systems, is constantly expanding our range of services.

Bremer: ...and we also want to further develop our added value, for example for landing gear overhauls, hydraulic and structural component repairs. We are already a service center for engine manufacturers Honeywell and Williams. This offers advantages to the customer: Aircraft downtime is reduced because the engine does not always have to be sent to the manufacturer. We intend to do the same with landing gears and structural components.

Kohlmann: Our existing service portfolio includes some aircraft types that are no longer being built or are only sold in small numbers. Augsburg's great growth potential lies in the modern aircraft Cessna and Embraer, which have been included in our scope of work.

von Mende: Customers and employees expect entrepreneurs who think in the long term and do business honestly. If we make a mistake we stand up for it; then the customer will come back. He sees that we work honestly and downright old-fashioned correctness. This is appreciated in our industry. After all, aircraft purchase and maintenance is a matter of trust.



Facts and Figures*

280 Employees
in Bremen, Ganderkesee, Stuttgart, Augsburg und Altenrhein

90 million euros
Turnover 

40 million euros
Fixed and current assets
Stocks, tools, real estate

30 percent
New business

0 euros
Debts



Natascha Rode

Born in 1969, after graduating from university and pilot training, she worked for many years as a bush pilot and managing director of an AOC in Africa. After more than 30 years in aviation she joined AAL AG in 2016, first as Sales Manager and since 2018 she is Managing Director.

John van Emden

Born in 1963, graduated from technical school – after more than 30 years of experience in aircraft maintenance, aircraft management and business management he joined AAL AG in 2017. He started as Quality and Safety Manager and in 2018 became Managing Director and Maintenance Manager.



Gregor Bremer

born 1965, aerospace engineer, has 28 years of experience in the industry and was appointed to the Executive Board in 2017. He is responsible for aircraft maintenance and flight operations at Atlas Air Service AG.

Nicolas von Mende

born 1965, doctor of industrial engineering, was appointed to the Executive Board in 2009. Before this he worked for a management consultancy and as Managing Director in PE companies.

Florian Kohlmann

born 1984, finished his training as aircraft mechanic and worked as an aircraft inspector and maintenance manager later on. Since 2016 he is the Manager Director of Augsburg Air Service GmbH, an independent subsidiary of Atlas Air Service AG.



* rounded 2021

Our location
Altenrhein



Marco Silva





AIRCRAFT SALES

ATLAS AIR SERVICE sells pre-owned jets from all manufacturers, in particular Embraer, Cessna and Beechcraft and Gulfstream, on behalf of our clients and from our own portfolio.

You profit from our **experience and integrity**

In its 50-year history, Atlas Air Service has built up a competence that is unique in Europe for the best-selling aircraft from Embraer, Cessna and Beechcraft. We provide the necessary service for the complex task of buying or selling an aircraft.

Thanks to our technical competence and extensive experience, we can offer our clients objective advice on the purchase, sale and brokering of aircraft. We are specialists for Textron Aviation aircraft (Beechcraft, Hawker, Cessna) and for Embraer Executive Jets.

The experience we have gained from our own maintenance and flight operations means that we know about the strengths and limits of each aircraft type. Drawing on this knowledge, we are identifying customer needs and give tailored recommendations.

What's more, we will be happy to include your aircraft in our own flight operations (AOC) so that it is put to the best use. We're sure to find the right solution for every sales situation!



Atlas Air Service knows the international aircraft market well and can also import aircraft for clients. This includes the technical acceptance of the aircraft on the seller's premises, organising delivery with own pilots and managing the necessary import, customs and registration formalities in Germany or the country in which the client wishes the aircraft to be registered.



Atlas Air Service has built up a unique competence on the market in its 50-year history.

Hans Doll Aircraft Sales

Services

Aircraft sales

- › Sales consulting
- › Price calculation for your aircraft based on in-depth market knowledge and up-to-date market analyses
- › Marketing and advertising activities including professional photos and exposés
- › Global network of brokers
- › Management of complex sales procedures until aircraft handover
- › Compliance with aviation law, fiscal and commercial law regulations

Services

Aircraft purchases

- › Independent advice for private and commercial buyers to help them choose the right aircraft
- › Technical expert for aircraft assessment
- › Supervising and carrying out pre-purchase inspections (PPI), manufacturer acceptance testing and maintenance, import/export, de-/registration
- › Contractual handover of aircraft between the seller, buyer, operator and owner
- › Airworthiness management
- › Support in choosing financial service providers
- › Advice on operating costs and maintenance programs



Exclusive aircraft offers at
www.aas.ag



Our Location **Bremen**



Philipp Jörg, Nikolas Voigt



Kay Widdecke



CHARTER AND AIRCRAFT MANAGEMENT

Decisive advantages for your company
and for you personally with Jet Charter
from Atlas Air Service.

Your schedule is our flight plan

You're used to taking your own decisions – so why not about flight times and destinations, too? Not being limited by the flight plans of major airlines gives you some extra time with your customers, business partners or branch offices.

A business jet is a tool that can measurably increase the efficiency and productivity of a company. Firms use aircraft as a means of transport, not just for executives but also sales staff and technicians, as well as to carry urgently needed spare parts. Athletes and artists often use business jets, too, due to their busy schedules.

Atlas Air Service has ten business jets in its flight operations. Our fleet is made up exclusively of modern aircraft from the manufacturers Cessna and Embraer.

You can commit to a number of appointments throughout Europe in a single day, and still be home with your family in the evening. Make your own flight plan to match your schedule and enjoy the safety of your own aircraft with individual boarding away from major terminals.

1 month

Taking 20 to 30 trips a year with our jet charter service gives you at least an extra month of life time – time to spend where you want to be. This means not only a better quality of life for you and your employees but also a competitive advantage in terms of efficiency and flexibility.



The advantages of chartering a business jet are obvious – no crowds at the check-in, and you're not restricted by regular services. This means you can reach your destination directly and without the need for connecting flights.

Rasmus Stroux Captain and Head of Flight Operations

Our fleet

- › Cessna Citation CJ3/CJ3+
- › Cessna Citation Encore
- › Cessna Citation XLS/XLS+
- › Embraer Legacy 500

Our aircraft management

- › Advice on buying, operating and maintaining aircraft
- › All-round support for your aircraft in our flight operations
- › Optional: chartering your aircraft



Svenja Theuring

Our Europe-wide charter

- › Flight operations with our own Air Operator Certificate (AOC)
- › Fleet of 8 Cessna Citation Jets and 1 Embraer Executive Jet
- › Planning and handling of all flight details
- › Provision of experienced pilots, catering, transfers etc.
- › 24/7 booking of charter flights
- › Locations in Bremen and Stuttgart



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Business Aviation

Business aviation is an important mode of transport for the European and German economy. It is more flexible than scheduled air traffic and saves a lot of time. Two thirds of all flights within Germany are unscheduled flights, even though the existing, decentralised airport infrastructure is still not used to the best effect.

Two figures which are impressive proof of the value of business aviation for the European and German economy: commercial airlines connect almost 500 airports in Europe, business aviation can serve 1,400 airports and airfields. Around 70 percent of aircraft movements in Germany take place outside the main commercial airports. A number of these airports are already operating at or very close to their limits, on account of the continuous growth in air traffic. German companies, especially those in export, have realised the value of business aviation. According to a study by AOPA Germany, German Business Aviation Association (GBAA)

and IDRF (interest group of regional airports), decentralised airports can increase a company's competitive strengths and thus boost the growth of the regional economy. Business aviation has a responsibility to the environment and already set itself some ambitious, binding and verifiable climate targets even before the 2015 United Nations Framework Convention on Climate Change in Paris. The aim is to cut CO₂ emissions to half of those recorded in 2005 by the year 2050. To this end, development of alternative fuels to replace fossil fuels in the future are already under way.



business aircraft

of a total of around 3,700 in Europe are stationed in Germany



in Germany take place outside the main commercial airports



decentralised airports

outside the main airports account
for 97% of the overall airport system

Business aviation secures



jobs in Europe

and generates economic growth

MAINTENANCE

Atlas Air Service Group offers a broad portfolio of maintenance services at its three hangar locations in Bremen, Augsburg and Altenrhein.

Through the entire lifespan **of an aircraft**

Our maintenance facilities in Bremen, Augsburg and Altenrhein both benefit from a good reputation in the industry. One of the keys to our success is that we are constantly expanding and improving our services.

The list of aircraft types that Atlas Air Service can service in its three maintenance hangars in Bremen, Augsburg and Altenrhein reads like a Who's Who of business and general aviation. Each of the three maintenance facilities has a different focus.

In addition to the Phenom 100 and 300, Legacy 450, 500, 600, 650 and Praetor 500, 600 from Embraer Executive Jets, the list also covers the G100, G150, G200, G280 from Gulfstream Aerospace and the complete Beechcraft family, the most important Cessna Citation business jets and turboprops as well as various piston aircraft from Cessna, Cirrus and Piper.

Thanks to our international authorisations, we can service aircraft from Europe (EASA Part-145 and Part-M), the United States of America, Canada, the Russian Federation, Bermuda, San Marino, the Isle of Man, India, Guernsey, Nigeria, Cayman Islands and UK.

24 hours

We can be anywhere in the world within 24 hours. Our AOG service provides immediate technical assistance – over the phone or, if necessary, with our mobile team which can help the customer on the ground.



A medium-sized maintenance facility can only survive tough competition by offering top quality and personal support from highly-motivated employees.

Torge Klingebiel Maintenance Manager

In **150.000** hours of work
15 million euros each year, we install **spare parts** worth around



Frauke Aumann

Our authorisations

- › Embraer Authorized Service Center
- › Honeywell Authorized Service Center
- › Williams International Authorized Service Center
- › EASA Part 145 Maintenance Organization
- › EASA Part CAMO
- › FAA Repair Station
- › Gulfstream Aerospace Authorized Service Center
- › Cirrus Aircraft Corporation Authorized Service Center
- › DAHER SOCATA Authorized Service
- › Bermuda Maintenance Organization
- › Canada Maintenance Organization
- › Cayman Islands Maintenance Organization
- › Guernsey Maintenance Organization
- › India Maintenance Organization
- › Isle of Man Maintenance Organization
- › Nigeria Maintenance Organization
- › Russian Federation Maintenance Organization
- › San Marino Maintenance Organization
- › UK Maintenance Organization

Services

- › AOG service 24/7
- › Avionik Upgrades
- › CAMO+ (Continuing Airworthiness Management Organisation)
- › Component Overhaul
- › Interior (Refurbishment)
- › Lackierung (partial and complete paintwork)
- › Special Mission Modification
- › Preventive Corrosion Protection
- › Structural repairs
- › Engine
- › Maintenance, Repair and Overhaul

We service these **aircraft**

Atlas Air Service (EASA DE.145.0017), **Augsburg Air Service** (EASA DE.145.0066)
und **AAL** (EASA CH.145.0236)

- › Embraer Executive Jets
- › Cessna Citation Jets
- › Beechcraft & Hawker
- › Cirrus Aircraft Corporation
- › Piper
- › Gulfstream Aerospace
- › Daher Socata
- › Pilatus

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Our Location
Augsburg



NDT NON-DESTRUCTIVE TESTING

Atlas Air Service has extensive authorisations and certifications to perform non-destructive testing in the aerospace industry.

We test **without destroying**

By using Non-Destructive Testing (NDT), parts can be tested for cracks and other defects without destroying.

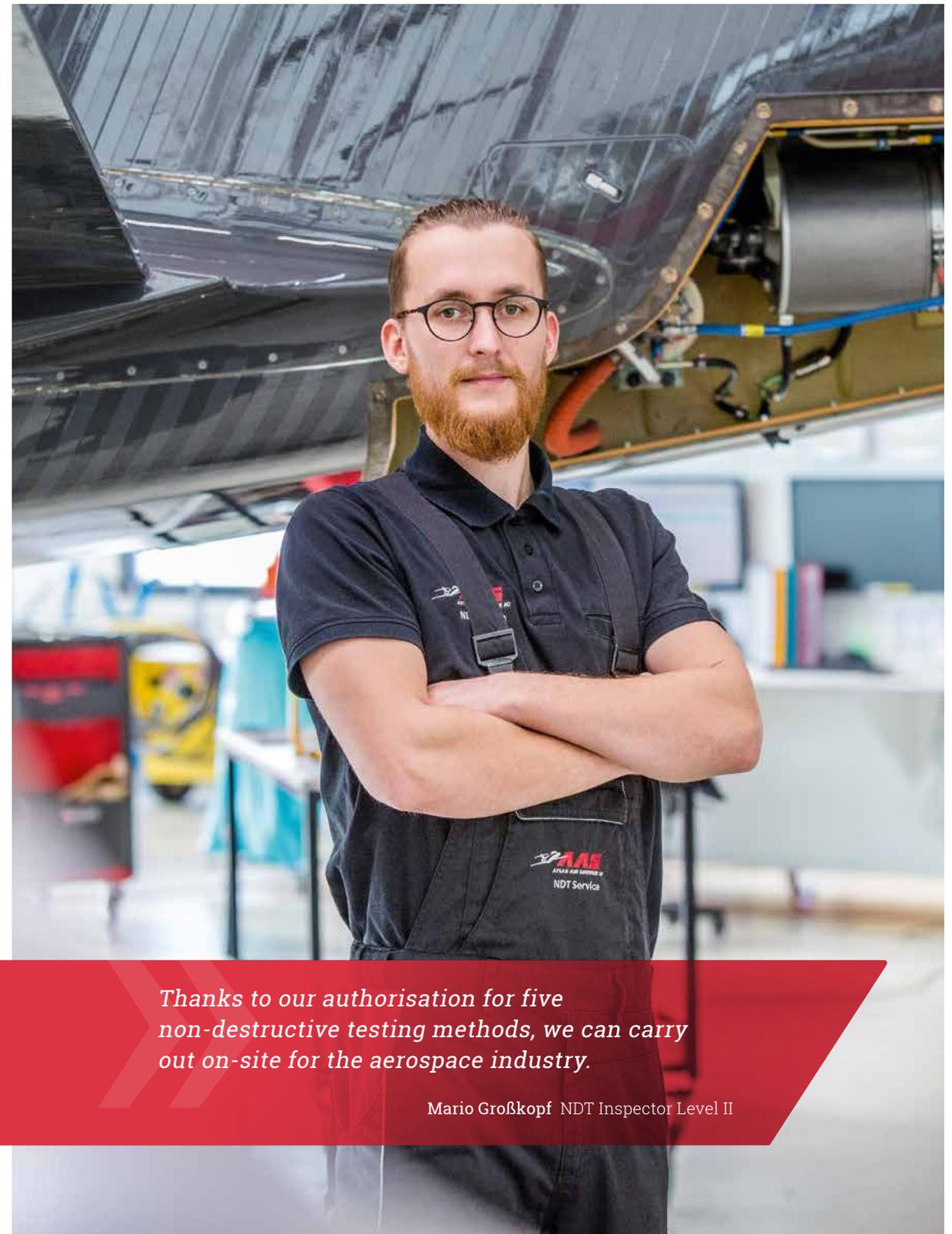
Our NDT portfolio includes testing methods such as ultrasonic, eddy current, radiographic, penetrant and magnetic particle testing. The method used depends on the material, component and purpose of the examination.

All NDT testing methods can be used by Atlas Air Service in our own workshops and as a mobile service on the client's premises. Our 24-hour on-call service is your guarantee for global deployment at short notice.

Our technicians are highly qualified and have experience in testing aircraft from various manufacturers such as Airbus, Boeing, Cessna, Bombardier, Dassault, Embraer and Hawker Beechcraft.



Atlas Air Service has the globally recognised NADCAP certification for penetrant testing that authorises us to test components for aviation parts suppliers and aircraft manufacturers such as Airbus.



Thanks to our authorisation for five non-destructive testing methods, we can carry out on-site for the aerospace industry.

Mario Großkopf NDT Inspector Level II



Daniel Genke, Mario Großkopf

Our certifications and authorisations

- › NDT Inspector Level II + III according to DIN EN 4179 and NAS 410
- › NADCAP certification for penetrant testing (National Aerospace and Defense Contractors Accreditation Program) acc. to AITM6-1001
- › Digital radiography for the aviation industry
- › LBA/FAA D1 rating for all test methods used
- › EN 9100

Applied testing methods

- › Digital radiographic testing (RT-NF)
- › Penetrant testing (PT)
- › Magnetic particle testing (MT)
- › Radiographic testing (RT)
- › Ultrasonic testing (UT)
- › Eddy current testing (ET)



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1970 Ganderkesee Location



1971 Deutschlandflug



1996 Ganderkesee

1970

License for the newly built commercial airfield in Ganderkesee granted to Helmut Weyhausen and Jochen Weyhausen-Sauer

1970

Atlas Air Service GmbH founded with subsequent dealership for Cessna aircraft. Helmut Weyhausen, Eckhard Blank and Jochen Weyhausen-Sauer are appointed Managing Directors

1971

The 1971 »Deutschlandflug« (competition for aircraft pilots) passes through Ganderkesee

1996

Atlas Air Service appointed Cessna Aircraft Sales Representative (ASR) for the territory of the Federal Republic of Germany and is honoured a total of four times as the most successful Cessna representative in the world

2003

Service centre at Bremen airport opened

2008

Change of name and legal form to Atlas Air Service AG as the 100% legal successor to the GmbH

2009

Europe's most up-to-date service centre for business jets opened on 8000 m² in Bremen

2011

New business unit:
Non-Destructive Testing (NDT)

2014

Atlas Air Service AG became the sole shareholder of Beechcraft Vertrieb und Service GmbH in Augsburg, which was then renamed to Augsburg Air Service

2015

Atlas Air Service became the exclusive sales partner for Embraer Executive Jets (Germany, Austria, Switzerland)

2016

Atlas Air Service became an authorised service centre for Embraer Executive Jets

2019

Atlas Air Service extended its charter fleet in Stuttgart

2020

Atlas Air Service AG celebrates the 50th anniversary of the aviation company.

2020

EASA approval for component repair for all aircraft models.

2022 (Januar)

International expansion: Atlas Air Service AG acquires 100 percent of AAL AG in Switzerland.

2022 (April/Mai)

Altenrhein, Augsburg, Atlas: Three companies with a combined aviation history of almost 200 years: At AERO 2022 and EBACE 2022, the three companies of the Atlas Air Service Group jointly present for the first time the range of used aircraft as well as maintenance services, modifications and upgrades for turboprop and business jet aircraft.



2014 Acquisition of Augsburg Air Service



2022 Acquisition of AAL AG



2016 Atlas and Augsburg team in Bremen



1926

Zeppelin Werk Lindau GmbH becomes Dornier Flugzeugwerke (Do-Flug AG) in Altenrhein, which also operates its own airfield in Rorschach-Altenrhein as Dornier Werke Altenrhein GmbH until 1948.

1948

Sale of the company Dornier Flugzeugwerke to Dr. Claudio Caroni; from then on, the company trades under the name of Flug- und Fahrzeugwerke Altenrhein (FFA).

1987

The FFA is sold; the flight division is sold to Justus Dornier in Zurich.

1994

Justus Dornier sells FFA Flugzeugwerke Altenrhein together with Airport Altenrhein to the construction company Gautschi AG.

2000

The Strikwerda family from Lausanne takes over the majority of Airport Altenrhein AG and founds FFA Aircraft Maintenance AG, as well as the company Altenrhein Realco AG to manage the real estate.

2003

FFA Aircraft Maintenance is sold to Pilatuswerke. From this, the subsidiary Altenrhein Aviation AG (AAL Ltd.) is founded with Arthur Looser as Managing Director.

2007

To accommodate the positive business development AAL Ltd. expands its hangar and workshop space by 1,100 m². Due to their suitability and capacities further aircraft types such as Cessna 208 Caravan, DeHavilland DHC-3 Otter, Beech 1900D, TBM850 and Cessna Citation 525B are certified.

2008

AAL Ltd. receives the authorization as a Gulfstream Service Center, including expanded certification for the new G150. A further expansion of the competencies of AAL Ltd. also takes place with the installation of its own aircraft paint shop in cooperation with the company Egli Paint Services.

2011

AAL Ltd. is selected by Gulfstream Aerospace Corp. as an important maintenance site for the new generation of G280 aircraft.

2012

The production of aerostructure parts on behalf of Pilatuswerke, which started the year before is successful. Both contracting parties agree on an expansion and continuation. In addition, AAL Ltd. is selected by Embraer as a service center for Embraer Phenom 100 and 300.

2013

AAL Ltd. becomes the first MRO facility in Europe to be certified on G280 and receives the corresponding authorization from Gulfstream as a Warranty and Repair Facility.

2015

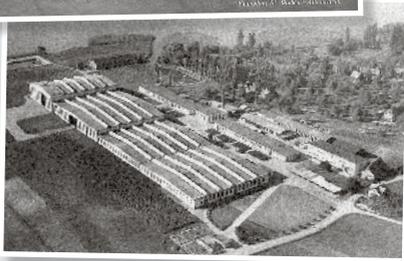
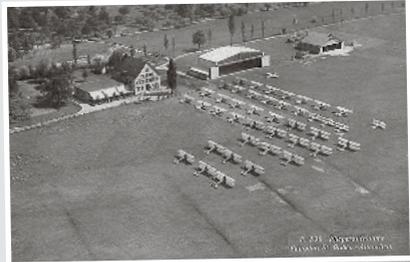
Pilatus Group sells Altenrhein Aviation Limited to a private investor.

2019

Altenrhein Aviation Limited is renamed AAL AG. The company extends its range of competencies to include Legacy and Praetor and expands into an Embraer Authorized Service Center.

2022

Atlas Air Service becomes majority shareholder of AAL AG.



2004 Hangar



2007



2010



2016



2021



2022 Team

