

DC  AVIATION GROUP

LOCATIONS

STUTTGART

STR / EDDS / HEADQUARTERS

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DUBAI

DWC / OMDW

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MALTA

MLA / LMML

MUNICH

OBF / EDMO

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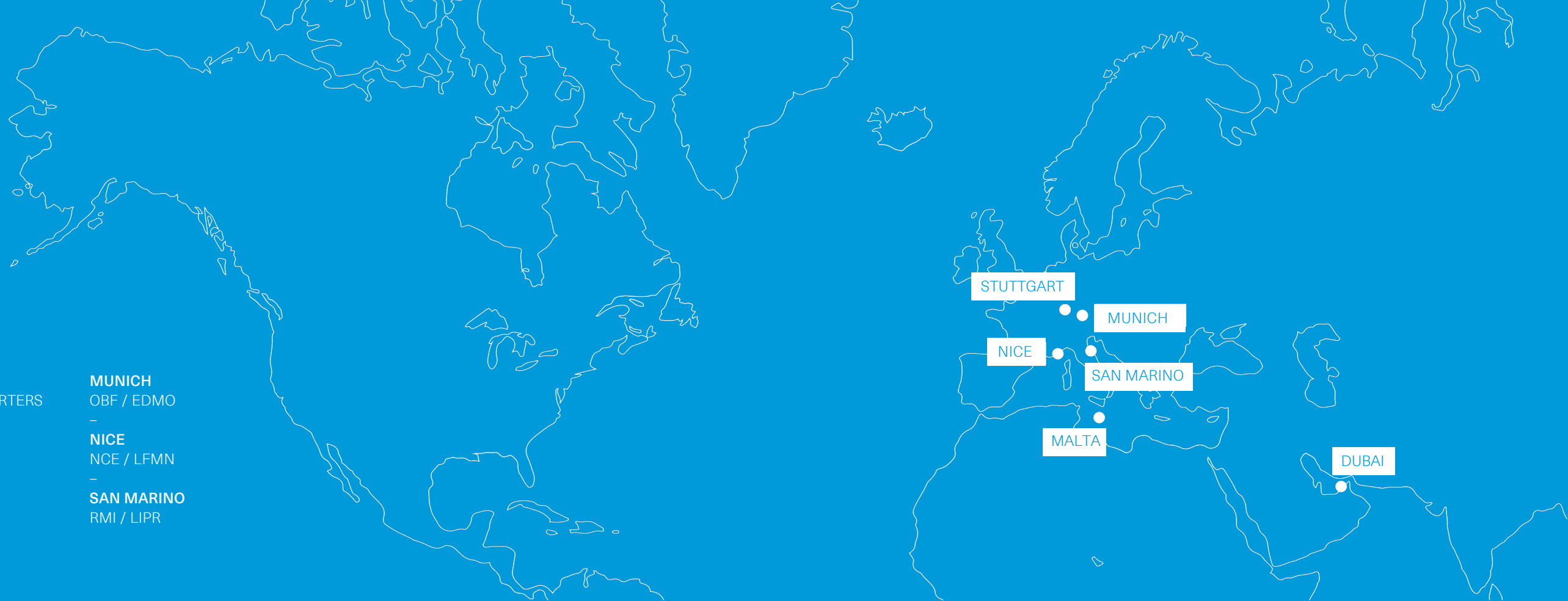
NICE

NCE / LFMN

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SAN MARINO

RMI / LIPR





/ DCA

FROM MEDICINE TO AVIATION – HIGHEST QUALITY FOR THE CUSTOMER

With 34 aircraft currently in operation, the DC Aviation Group is one of the leading providers of business aircraft in Europe. Our fleet, which is exceptionally young compared to our competitors, and DC Aviation's ground services offer our clients the highest level of safety and comfort.

The DC Aviation Group was founded in 1999 by DaimlerChrysler AG and taken over in 2007 by ATON GmbH, the asset management company of the Helmig family. The main shareholder, Dr. med. Lutz Helmig, was the founder of Helios Kliniken, which he sold to Fresenius AG in 2006. His ideas on quality assurance in hospitals were innovative and influential. This obsession explains his commitment to the high-quality standards of DC Aviation.

PRIVATE &
BUSINESS
AVIATION

QUALITY REQUIRES DEDICATION AND INVESTMENT



Our 400 employees are passionately committed to the highest standards of quality. This is not just a promise, but a living reality that is reflected in all of our services.

ATON GmbH has been investing in high quality standards for many years. Only in the last five years has DC Aviation generated modest profits. This is a sign that the extraordinarily high expenditure on quality assurance is supported by client appreciation. Quality assurance has its price.



That is why DC Aviation has higher rates. And it will stay that way.

Our core clients are companies that need their aircraft primarily for their own operations and only charter them to selected customers. The value of the aircraft is measured by the added business value the client can generate in the time gained. DC Aviation owns only one aircraft, a Falcon 2000LXS, to better serve the medium-haul segment for charter clients. The rest of the fleet is operated on behalf of the aircraft owners.

Dr. Helmig personally owns another Falcon 2000S, which is also available for commercial use. DC Aviation's equity ratio is consistently above 50 percent.



MUNICH
OBF / EDMO

PRINCIPLES AND OBJECTIVES OF DC AVIATION



DC Aviation only operates jets with stand-up cabin height. Cheaper business jets often have a low cabin that requires a stooped posture, which means limited comfort for passengers and less comfortable working conditions for the crew. The basis of the short-haul fleet is the Citation XLS+.

In the medium-haul segment, DC Aviation's largest fleet currently consists of the Falcon 2000 series, which has a very high level of operational reliability and can comfortably fly up to ten passengers from Europe to the East Coast of the USA or Uzbekistan.

In the expensive long-haul league, DC Aviation operates aircraft from Bombardier, Dassault, Gulfstream and Airbus Corporate Jets. Due to the greater availability of pilots, Gulfstream aircraft are preferred, with their standardized avionics allowing ratings from the G400 to the G800.

The average age of the aircraft we manage is less than five years. The aircraft therefore represent a high value that needs to be maintained. Time spent outdoors and lack of care and maintenance will result in a loss of value. DC Aviation maintains modern hangar facilities in Stuttgart, Oberpfaffenhofen and Dubai with a total of 25,000 square meters to protect aircraft from weather, UV and corrosion, as well as from vandalism and third-party damage.

Another goal of the company is to provide handling services at our main locations, i.e. check-in and check-out. These are available in Stuttgart, Oberpfaffenhofen, Dubai, Malta and Nice. At other airports around the world, we work with a network of established and certified partners to provide this service.

We fly to almost any airport in the world, as long as the runway is long enough. If special training is required, our crew will complete it in advance. To date, we have flown to more than 852 airports worldwide for our clients. These include major commercial airports, of course.

But our clients also expect us to fly them to airports that are not served by scheduled airlines. This brings them closer and more flexible to their desired destination, usually a branch of their company.



MAXIMUM
COMFORT



/ DCA

OUTSTANDING SAFETY STANDARDS – FIRST-CLASS SERVICE IN THE AIR AND ON THE GROUND



DC Aviation is one of the few companies in business aviation to hold both the IS-BAO certification for flight operations and the IS-BAH certification for ground services.

The two IBAC certifications enable DC Aviation to work with clients from all over the world in a standardized manner and distinguish DC Aviation as a company that meets the highest standards in all areas of business aviation.

DC Aviation sets new standards in business aviation and presents itself as a leading provider in the industry.



STUTTGART
STR / EDDS

FLIGHT SAFETY

- Our pilots undergo a **comprehensive selection process**.
- Co-pilots are given the opportunity to become captains **only after several years of experience** in our flight operations. This ensures that the pilots responsible for our clients, aircraft and crew have sufficient experience and have internalized the company's requirements.
- **Standard Operating Procedures (SOPs)** define the processes in the cockpit to ensure a clear division of labor between the two pilots, not only in normal flight operations, but also in abnormal or even emergency situations. Standardization allows us to achieve a high level of safety.
- **Pilots are only allowed to fly one aircraft type.** Dr. Helmig followed the same rule for the anesthesia machines in his hospitals. There were only two types, a large standard machine and a small one for ambulances. In this way, operating errors can be minimized. The same applies to aviation. At DC Aviation, a pilot with a Citation XLS+ rating is not allowed to fly a Falcon, and the Gulfstream pilot is only allowed to fly the Gulfstream with the same avionics.



TRAINING

Our pilots are constantly training for situations that hopefully will never happen. But if they do, they are prepared:

– **Our crews undergo simulator training every six months.** In addition to pure theory (knowledge of aircraft technology), this training also includes training for emergency situations such as engine failure, fire on board, electrical failure, etc., and of course all this in the most adverse (simulated) weather conditions.

– **In addition, a four-hour check flight in the simulator must be passed.**

The cost of simulator training is extremely high, even though it mainly trains for extremely rare emergency situations. Mastering emergencies is a hallmark of good hospital and flight operations. The pilots are tested twice a year by other captains in real flight operations. Dr. Helmig had already successfully implemented this peer review process in his clinics.



– **Just Culture:** These controls are complemented by an open culture of error, which is easier to implement in aviation companies than in medical companies.

– **Crews are required to attend regular training sessions throughout the year:** First aid, dealing with thunderstorms and bad weather, behavior at high altitudes, reduced distance to other aircraft, approaching particularly difficult and smaller airfields, and much more.

HIGHEST
STANDARDS



DUBAI
DWC / OMDW



SERVICE



Our specially trained cockpit and cabin crews take care of our clients not only during the flight, but also before takeoff and after landing.

Each client has a personal contact available around the clock. If there are any problems during the trip, our staff will take care of them.

Our own maintenance team is also activated in the event of technical problems and coordinates the next steps, regardless of the availability of third parties. Our regular clients appreciate this personal and comprehensive service.



TIME IS MORE VALUABLE THAN MONEY TO OUR CLIENTS



We provide expert advice to satisfied charter clients who are planning to purchase their own aircraft. In addition to German aircraft registration, we also offer registration in Dubai, Malta or San Marino.

Some of our contract partners make their aircraft available for charter flights. This allows them to reduce their costs and we can offer selected charter clients an aircraft maintained by us and flown by our pilots. Our Operation Control Center plans each flight with all overflight rights and permits. We completely eliminate the use of outside personnel and services, relying solely on our own specially trained personnel.



Passengers only need to arrive a few minutes before the desired departure time. The distances are very short in Stuttgart, Oberpfaffenhofen, Nice, Dubai and Malta, and are even more convenient in the General Aviation Terminals than for scheduled flights.

Of course, passengers will find the food and beverages they want on board. Our own catering department has experience with high-end catering companies worldwide. On medium- and long-haul flights, you will be served by our experienced cabin crew, who will also be able to advise you on our champagne and wine selections and any onboard peculiarities (changing tastes in the air). Depending on the aircraft type, beds can be prepared on medium- and long-haul flights to ensure passengers arrive at their destination feeling rested.

We make no compromises when it comes to safety – we transport executives, top performers and their business partners, friends and families. We are fully committed to their safety, time savings and discreet transportation.

