



Airline Presentation 2020



المصرية للطيران
ALMASRIA
UNIVERSAL AIRLINES





**First Private
Carrier to obtain
Scheduled Traffic
Rights**

**First to Fly to
Saudi Arabia
within
Al Masria Travel
Group**

**A Leader in
Developing New
City Pairs**

**First to Fly to
Italy, Kuwait and
Bahrain**



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Company Outline
History and Current Ownership Structure

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Key Operations Figures

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Maintenance

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**Quality, compliance and
Safety Management Policy
and Procedures**

1

Company Outline

History and Current Ownership Structure

1. Company Outline

History and Current Ownership Structure

AlMasria Universal Airlines was founded on November 2007 , with Commercial Registration No.28773. AlMasria would be Egypt's first scheduled private carrier, after National carrier Egypt Air and charter companies.

- AlMasria Universal Airlines obtained 4 Ministerial Decrees
 - ✓ Ministerial Decree for Scheduled Operation No#344, Ministerial
 - ✓ Decree for Non-Scheduled Operation No#345. Ministerial
 - ✓ Decree for Self Ground Handling No# 347 Ministerial Decree for
 - ✓ Self Maintenance No# 346
- Air Operator Certificate No 67 issued on 15/04/2009, yearly renewed and valid till 14/4/2021.
- Airline ICAO three letter code is LMU
- Airline IATA Two Letter Code is UJ



1. Company Outline

History and Current Ownership Structure



Equity

Authorized Capital \$100 M

Paid up Capital \$75 M

1. Company Outline

History and Current Ownership Structure



Share Holders

Ahmed Ismail

70%

Others

30%

1. Company Outline

History and Current Ownership Structure



Business Model and Leased Agreements

Valued price Airline as a hybrid between full service carrier and low cost carrier.

Leased Agreements
Wet lease

Gulf Air / Tunis Air / Wings Of Lebanon

Backup Agreements
with all Egyptian
Carriers



1. Company Outline

History and Current Ownership Structure



AlMasria is an IATA Member and an Approved IOSA Operator



1. Company Outline

History and Current Ownership Structure



Current Operational Fleet

Aircraft	Reg.	MSN	Seats	Status	Owner
A320-200	SU-TCE	977	180	Owned	AlMasria
A320-200	SU-TCF	1561	177	Owned	AlMasria
B737-500	SU-GBJ	25352	129	Owned	AlMasria
B737-400	SU-TCK	28994	168	Owned	AlMasria
B737-400	SU-TCI	29864	168	Owned	AlMasria

1. Company Outline

History and Current Ownership Structure

Top Management & Post Holders

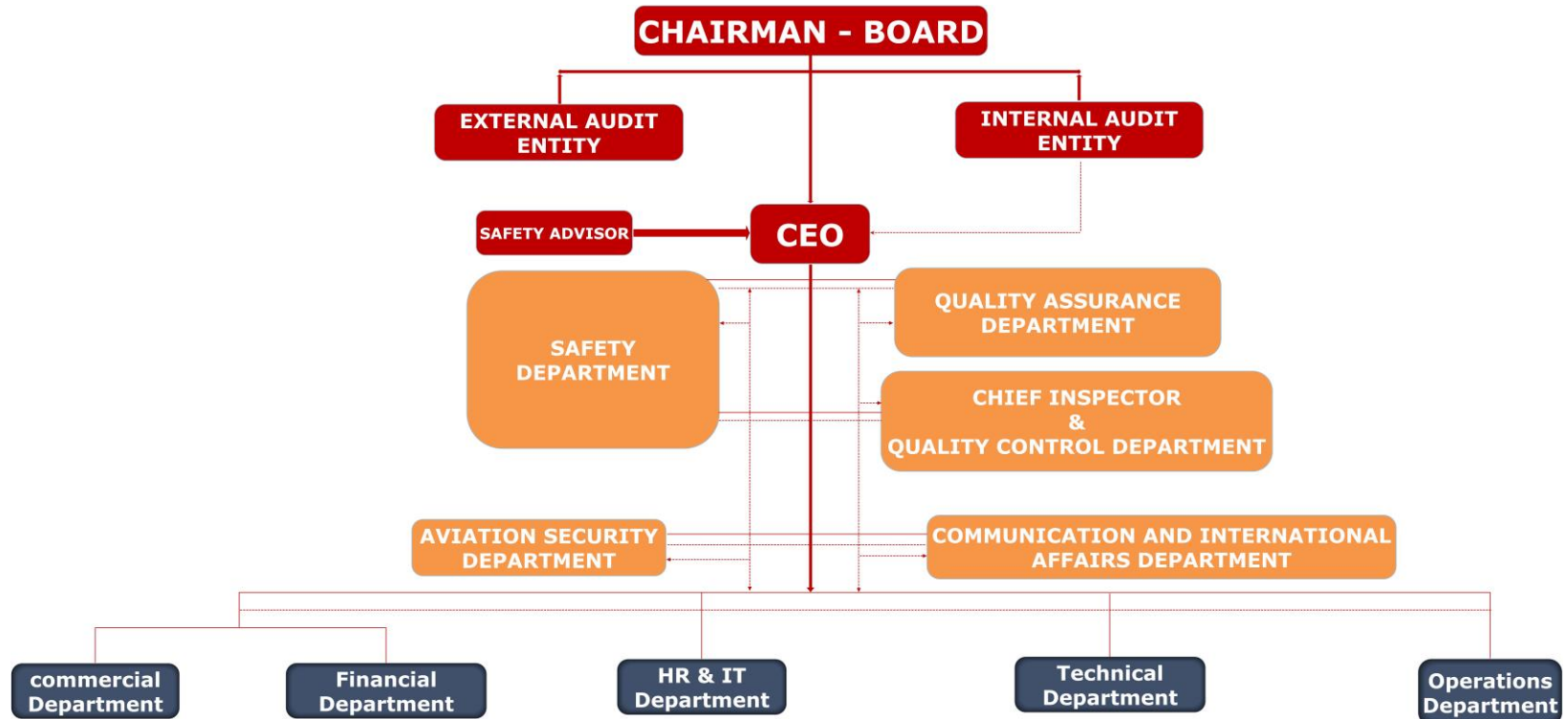
Mr. Ahmed Ismail	Chairman
Capt. Hassan Aziz	President & CEO
Cpt. Ahmed Roweny	Director of Operations
Eng. Amr Afifi	Technical Director
Eng. Hassan Abdel Motaleb	Chief Inspector & Quality control Manager
Cpt. Hanna Mounir	Chief Pilot
Cpt. Essam Ashour	Safety Manager
Cpt. Abdallah Elsaied	Training Manager
Mr. Alaa Kasem	Security Manager
Mr Ahmed Afifi	Quality Assurance Manager



1. Company Outline

History and Current Ownership Structure

Organization Chart

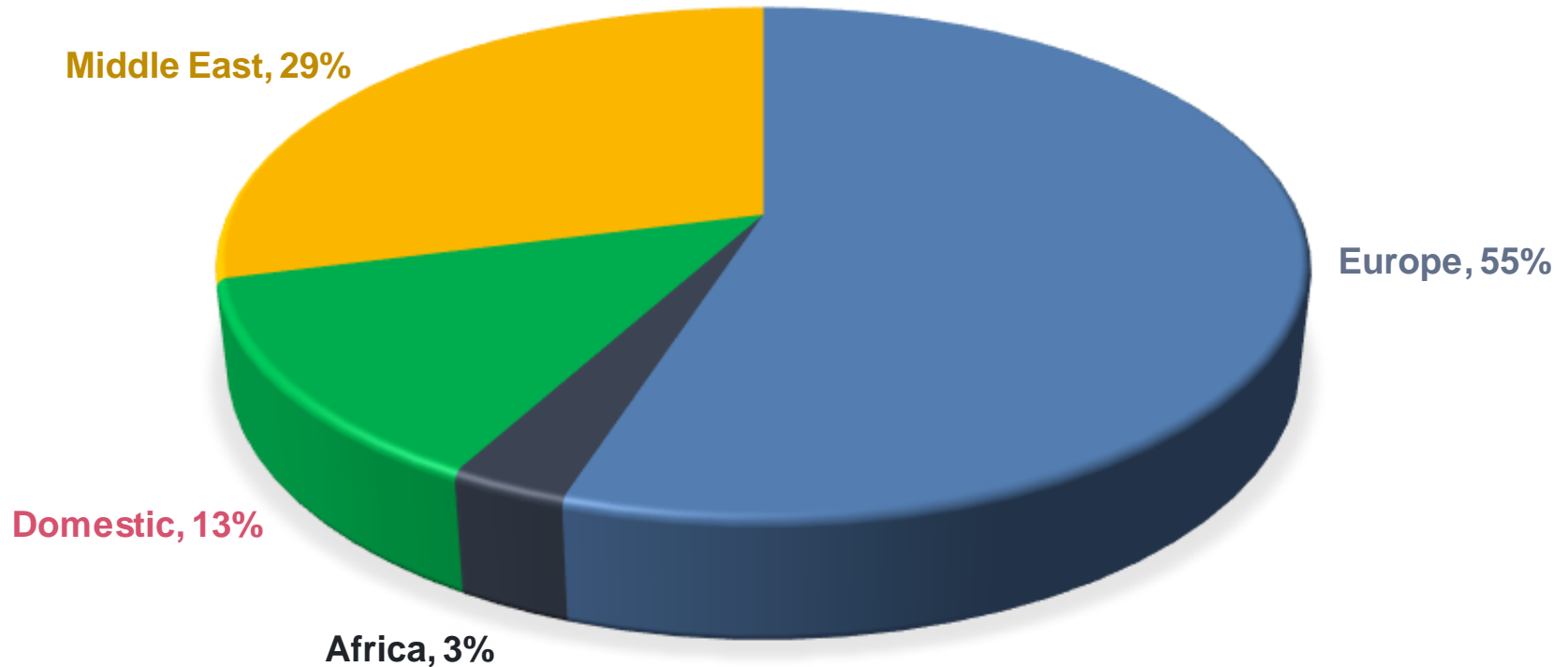


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Key Operations Figures

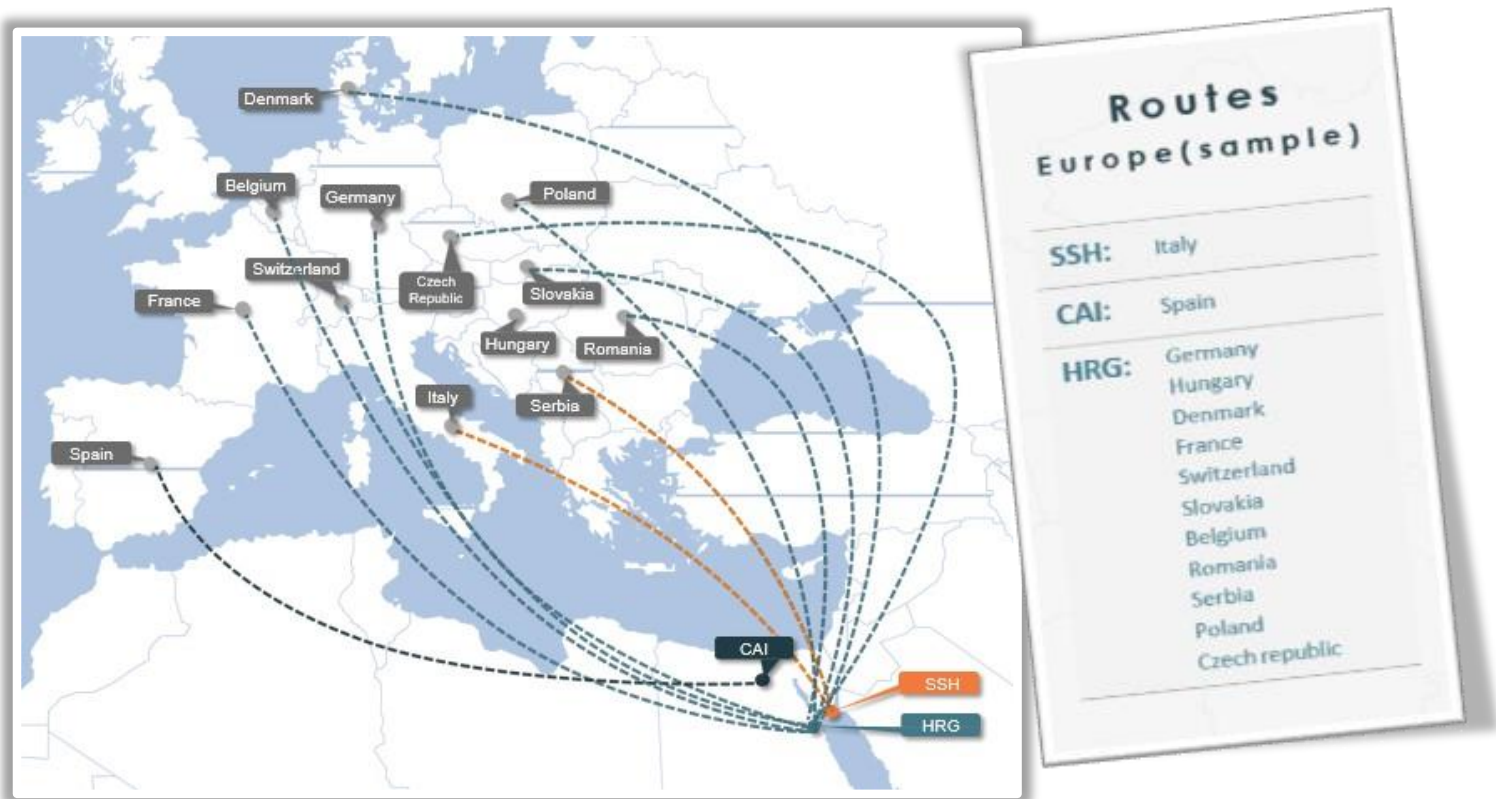
2. Key Operations Figures

Market Distribution 2019-2020



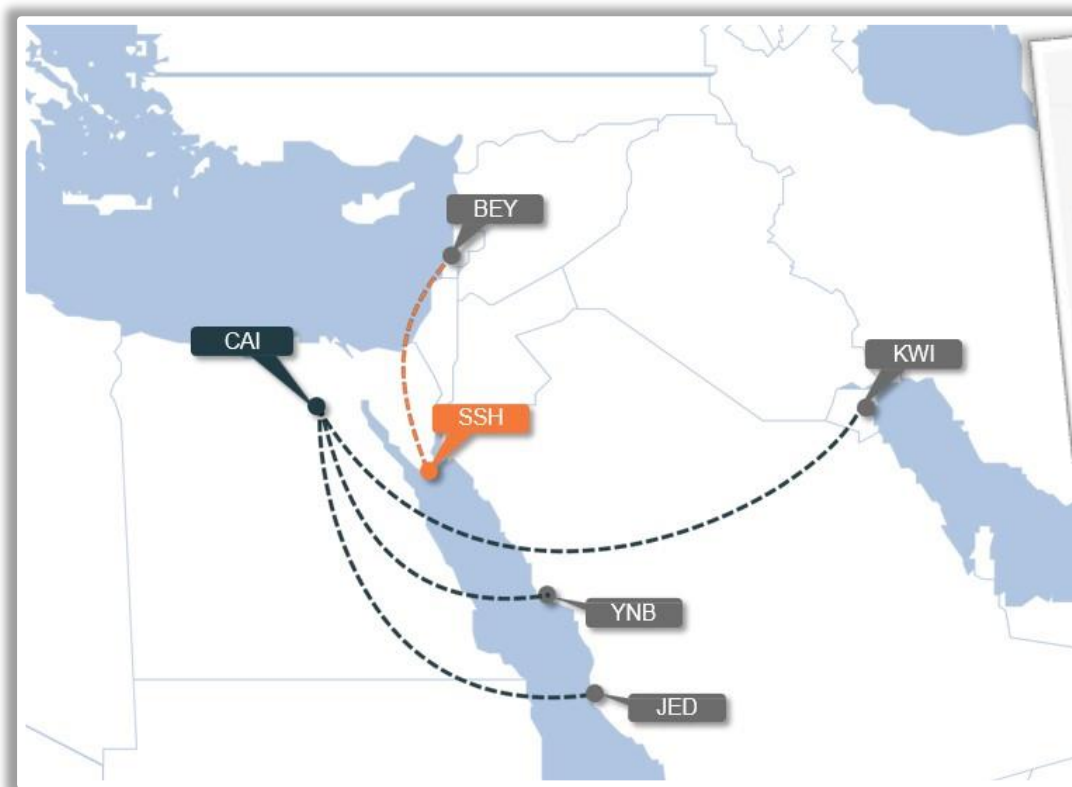
2. Key Operations Figures

Europe - Routes



2. Key Operations Figures

Middle East - Routes



Routes Middle East (sample)

SSH: Lebanon:
BEY

CAI: Saudi Arabia:
JED
YNB

Kuwait:
KWI

2. Key Operations Figures

Key Operational Partners and Suppliers

Maintenance

CFM
SATAIR
AVTRADE
AJWALTER
ZODIAC
AVIAL
KLX
ALARIS
MAGNETIC MRO
AIRBUS
AMERICAN GENERAL SUPPLIES
NAVBLUE
HONEYWELL
IAE
TELEDYNE CONTROL.

Ground Handling

SWISSPORT
AIR GROUND
INTERNATIONAL
AVIA PARTENER
LETISKO
AEROKRAFT
TSR
AHS
EGYPTAIR
EAS
SSAIR
IAB

Crew Training

EGYPT AIR
BAATRaining CENTER
LITHUANIA
SHARJAH TRAINING CENTER

Navigation

JEPPSEN
HONEYWELL

FDA

TELEDYNE CONTROL

2. Key Operations Figures

Management of Remote (off-base) Operations

Operations

- All out base operations are considered as an extensional organization.
- Our operations are controlled 24/7 through our OCC based in Cairo , full operations control and flight following over all of our fleet.

Maintenance

- A flight spanner with a Technical team (Elect. & Avionics certified Engineer + Mechanic) shall be available at all times.
- Maintenance agreement with approved AMO shall be implemented.
- In Case of remote Airport, a fly away kit with the necessary tools & materials shall be loaded in the allocated hold onboard the A/C.

2. Key Operations Figures

Resourcing of Cockpit and Cabin Crew

Policy

AlMasria implements a recruitment policy that ensures managerial and non managerial posts are filled by competent personnel to guarantee efficient and safe operations.

process

- ▶ Knowledge, skills and experience assessments are held to decide whether the candidates meet AlMasria standards.
- ▶ A panel composed of Operational Management & HR specialists shall carry out the interviews.
- ▶ Approval for the recruitment shall be through the CEO.
- ▶ When needed, cockpit and cabin crew members shall receive a full training required for type conversion (flight crew) or type transition (cabin crew) as per AlMasria OM-D training program.

2. Key Operations Figures

Major Software Applications

FLIGHT PLANNING

PPS FLIGHT PLANNING / PPS CREW BRIEFING / JEPPESEN PD PRO /
SITA AIRPORT DATA

LOAD CONTROL

EXTERNAL SERVICE PROVIDER SOFTWARE (ALTEA – IPORT)

WEIGHT AND BALANCE

AIRBUS PEP / AIRBUS FLY SMART / BOEING OPT / BPS BOEING
PERFORMANCE SYSTEM

EFB / PERFORMANCE

SITA AIRPORT DATA / AIRBUS PEP / BOEING PERFORMANCE
SYSTEM / BOEING OPT / AIRBUS FLY SMART / JEPPESEN FD PRO

REPORTING SYSTEM

IQSMS / AIRFASE

CREWING

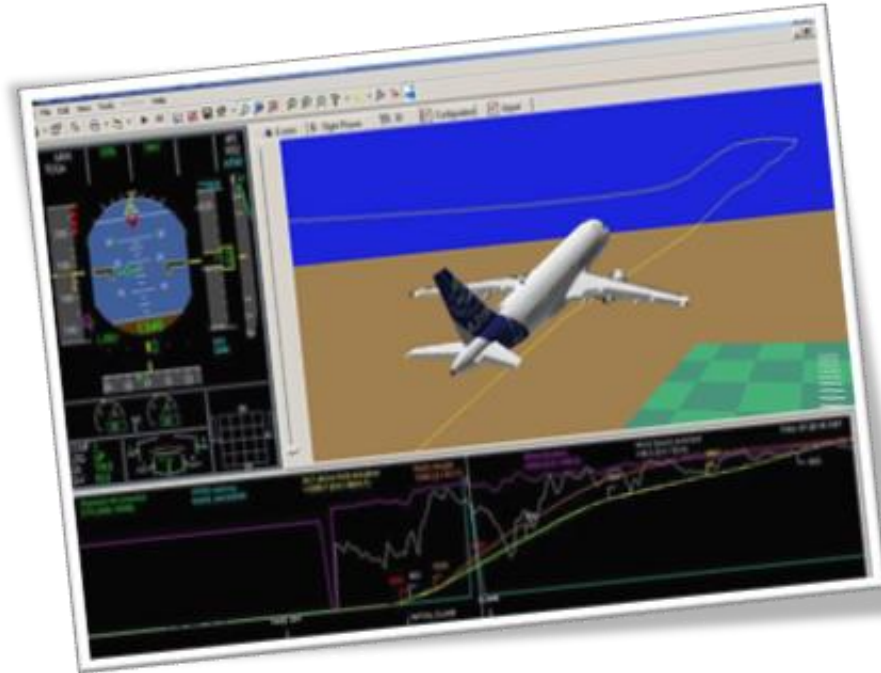
MICROSOFT EXCEL SHEET

COCKPIT CREW TRAINING

CPAT

2. Key Operations Figures

AIRFASE Implementation



AlMasria signed an agreement with TELEDYNE to provide AIRFASE platform for monitoring all flights.

AlMasria team includes 3 fully trained data analysts



3

Maintenance

3. Maintenance

Certification

- ✈ AOC 121
- ✈ IOSA operator since April 2011, 2-Years renewal .
- ✈ Completed Enhanced IOSA audit January 2019 and Valid till April 2021
- ✈ Self Maintenance, Certified under ECAR 145 up to & excluding C-Check.
- ✈ Self Repair Station, Certified under 145 ECAA.
- ✈ Self Ground Services, Certified under ECAR Part 301 .

3. Maintenance

Reliability

Dispatch Reliability 2019

99.9%



2. Key Operations Figures

Line Maintenance and Support Agreements

- ✈ Line Maintenance by AlMasria under ECAR Part 145
- ✈ Engines Support Agreements: CFM as well as IAE
- ✈ APU Support Agreements: Manufacturers



3. Maintenance

Heavy Maintenance

✈ Engines

Air France and MTU

✈ Airframe

Air France and Egypt Air



4

Quality, Compliance and Safety Management Policy and Procedures

4. Quality, Compliance, Safety Management Policy and Procedures

Concept of Quality and Safety Management

- AlMasria has developed and maintained the Safety & Quality departments fully independent with direct access to CEO to verify the safety performance and to validate the effectiveness of safety risks control as well as the compliance of regulations, policies and procedures. (safety assurance Pillar 3 in SMSM)
- The Safety & Quality departments both commensurate the size and complexity of operations within AlMasria
- Quality supports safety through internal auditing

4. Quality, Compliance, Safety Management Policy and Procedures

Concept of Quality and Safety Management

Both, AlMasria Quality Assurance and SMS Manuals clearly define appropriate policies, processes and procedures (subject to review) to support the realistic implementation of SMS to:

- Determine whether the SMS is operating according to our expectations and requirements.
- Continuously, monitor processes as well as AlMasria operating environment to detect changes or deviations that may introduce emerging safety risks or the degradation of existing safety risk controls.

4. Quality, Compliance, Safety Management Policy and Procedures

Concept of Quality and Safety Management

a. Internal Auditing

- ✈ The Quality Assurance Program (QAP) related to operational and maintenance activities is an integral part of AlMasria's overall approach to support SMS.
- ✈ The Quality Assurance Program conducts audit monitoring activities to verify continuous compliance (regulations, policies and procedures); measuring the effectiveness of SMS.
- ✈ Close coordination with safety department for review of audit results.
- ✈ Feedback is then independently submitted to the Accountable Executive; who in turn is responsible for allocating the necessary resources to deliver safe performance or services.

4. Quality, Compliance, Safety Management Policy and Procedures

a. Internal Auditing Cont.

Audit Planning

When planning the annual audit; it is generated as a build-up to previous audits to ensure effective follow up then continue onward to new areas.

The Quality Assurance Program shall ensure:

- Auditors are qualified and trained to carry their auditing tasks as appropriate.
- Conflict of interests is avoided.
- Audit plan covers internal and external (contractors and subcontractors as an extensional organization).



The table is an audit planning matrix with the following columns: S/N, Area to be audited, Form No., JIS, PIR, SAS, IFR, and Date. It lists 11 audit areas with their respective form numbers and completion status.

S/N	Area to be audited	Form No.	JIS	PIR	SAS	IFR	Date
1	Corporate Organization and Management Systems	LMUGA/OC/PI01			CP		
2	Flight Operations Department	LMUGA/OPS/02					
3	Flight Operations Training	LMUGA/OPS/03					
4	Simulator Evaluation	LMUGA/SBU/02				CP	
5	OCC and Dispatch	LMUGA/OPS/04					
6	In-Flight service Department	LMUGA/CAB/05					
7	In-Flight seats	LMUGA/CAB/06					
8	Ground Handling Operation	LMUGA/ID/07					
9	Security Department	LMUGA/SEC/17					
10	Steward Safety	LMUGA/SEC/20				PIR	
11	Training Centre Service Provider	LMUGA/TRNG/21					

4. Quality, Compliance, Safety Management Policy and Procedures

Concept of Quality and Safety Management

b. Safety Performance Monitoring and Measurement in AlMasria

- ✈ Implements a combination of internal audits and; the establishment and monitoring of Safety Performance Indicators (SPIs).
- ✈ Evaluates the selected safety risk controls to ensure their effectiveness.
- ✈ AlMasria safety objective is linked with Safety Performance Targets (SPT).

4. Quality, Compliance, Safety Management Policy and Procedures

Concept of Quality and Safety Management

c. Enhancing Data Collection

All our efforts and initiatives to support collection of safety data and safety information from a variety of sources to achieve that the company is building a positive safety culture and enhancing the channels of communication supporting AlMasria qualitative and quantitative data through:

- ✈ Company policies (Safety, Non Punitive, Quality ...)
- ✈ Reporting system (MOR, ASR, Confidential / Voluntary, ... etc.)
- ✈ Internal Audits / Inspections.
- ✈ State, Regional, World incidents and accidents.
- ✈ Training (categories of training in SMS training Program)
- ✈ Using Technology (IQSMS, FDM).

4. Quality, Compliance, Safety Management Policy and Procedures

AIMasria Policies

AIMasria disciplinary policy clearly indicates; what behaviors are considered unacceptable and how the company will respond in such cases.



4. Quality, Compliance, Safety Management Policy and Procedures

Flight Data Management




Flight data is retained from all flights, not just the ones producing significant events. A selection of parameters is retained that is sufficient to characterize each flight and allow a comparative analysis of a wide range of operational variability. Emerging trends and tendencies may be identified and monitored before the trigger levels associated with exceedances are reached.

- **Data Retrieval**
- **TELEDYNE - FAP**
- **Data Analysis**
- **Risk Assessment**
- **SPI**



4. Quality, Compliance, Safety Management Policy and Procedures

Safety Publications

-  Safety Newsletter.
-  Interactive safety memos.
-  Safety memos and bulletin.



4. Quality, Compliance, Safety Management Policy and Procedures

Significant Incidents, Accidents and the Follow Up of Last 8 Years

Accidents: NIL

4. Quality, Compliance, Safety Management Policy and Procedures

Significant Incidents and the follow up during the Last 8 Years

1. A/C SU-TCK During Flt BGH 559516 over euro air space , on 5/7/2019 , experienced a problem related to communication system ,where VHF System could not communicate with some frequencies causing ATC to instruct crew to fly below 19500ft.
2. A/C SU-GBJ Flt NE 111 on 14/8/2019, it was hit by catering cart after arrival in Cairo Airport on 14/8/2019 , hits the RH wing trailing edge causing a damage about 15 cm width.
3. A/C SU-TCK flt. LMU 7057 at 1000 ft , on 1/9/2019 a loud noise accomplished, by vibration from noise over area due to nose landing gear linkage broken
4. on 18/8/2016 A/C SU-TCG flt. LMU 486 ,CAI/ELQ , during push at stand 27 at Cairo airport Escape slide No1 was inadvertently deployed during an attempt to adjust door (arm/disarm) lever by maintenance engineer , affected slide removed as per AMM 62-44-000- 010A and door (1L) inspected as per AMM52-10-00-720-005A.
5. on 26/06/2017 A/C SU-TCF During Flt FEG3403,HRG/DUS, Loss of radio contact between the A/C and the tower for 10 min over Germany Airspace.
6. on 02/12/2018 A/C SU-TCG GFA799, MUX/BAH,A/C subjected to Bird Strike hits the RW causing dentin slat#3 leading edge (short final approach).
7. After reviewing AirFASE analysis, one of the flights found Un stabilized approach followed by Go-around which was out of the SOP. Which needed to focus on the crew and after investigation they need extra training up to proficiency.

Thank You

