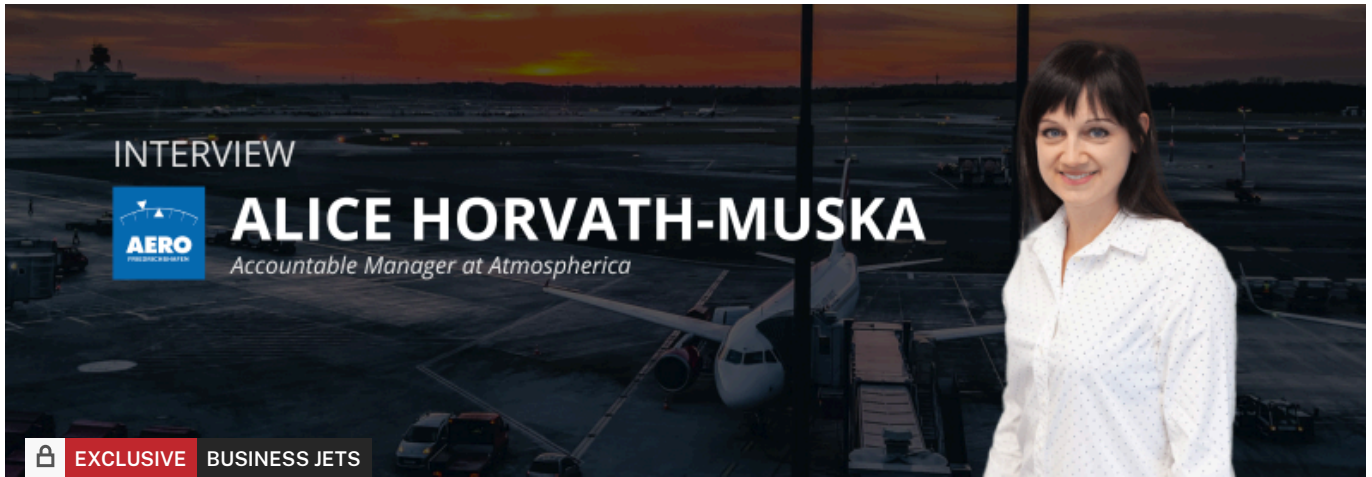


News > Business Jets > General News

Atmospherica Aviation to retire Phenom 300, mulling MRO



© Atmospherica Aviation



By Vanja Popovic

18MAY2026

About Atmospherica Aviation

Type	Base	Aircraft
Business/Private Charter	Prague Václav Havel	7

Atmospherica Aviation (AAN, **Prague Václav Havel**) is planning to retire its sole **Phenom 300** as soon as its sixth new **Phenom 300E** is delivered, accountable manager Alice Horváth-Muška told ch-aviation in an exclusive interview during AERO Friedrichshafen. She added that the company believes entering MRO is starting to look like a good idea as the fleet increases.

“We will be operating five Phenom 300E aircraft, and the sixth is a spare that can help in AOG situations,” she commented, referring to the seven-year-old Phenom 300 in Atmospherica Aviation’s fleet. That aircraft will be sold once the new Phenom 300E joins the fleet. The new aircraft is expected to arrive in the second quarter of 2027.

“Atmospherica follows its strategy to replace aircraft after six or seven years to keep the fleet modern and new. The current average age of Atmospherica’s fleet is just around two years,” Horváth-Muška said.

The Czech operator has two sister AOCs, Atmospherica Aviation and **Atmospherica Jets**, unusually both **in the same country** for operational reasons.

“The idea was to separate the Praetor and Phenom fleets, because we operate them in different ways,” Horváth-Muška said, adding that it’s simpler to ask for certain approvals this way. “With the Praetors, we want to go transatlantic, we do not need those approvals for the Phenom fleet.”

The operator has five Phenom 300Es on its Atmospherica Aviation AOC, accompanied by the aforementioned “spare” Phenom 300 and a company-owned **Citation Mustang** that is not available for charter but is used to transport technicians in AOG situations. Meanwhile, the Atmospherica Jets AOC comprises two Praetor 600s. The company owns the entire fleet and focuses on charter operations, working alongside brokers.

Commenting on further fleet growth, Horváth-Muška said that six aircraft in the Atmospherica Aviation fleet is the number the operator wants to stick to, while further growth is expected in Atmospherica Jets’ Praetor fleet. She opted not to share the exact number of aircraft the latter would be looking to add.

Demand high despite Mid-East crisis

Demand for business jet charters remains high, despite the fact that a lot of business was lost due to the Iran war.

“The only thing that is now troubling us is the war in the Middle East. It made our operational area smaller because the Praetor was going a lot to Dubai and the Middle East,” Horváth-Muška said, adding that average flight hours per day in the fleet had decreased as a result. “The significantly increased price for jet fuel is an issue too, of course.”

Phenom operations have also been impacted, she explained, with GPS jamming and spoofing also affecting the fleet. “The Phenom is unfortunately dependent on the technology, and as soon as you go to a region where GPS is jammed or spoofed, the aircraft can get blind,” she stated, giving the examples of flights to Türkiye and Cyprus having been impacted in this way at the beginning of the conflict.

“We are being very conservative when deciding if we fly to a place, better safe than sorry,” she commented.

Popular destinations

Atmospherica’s demand mostly comes from leisure travellers, with some 30% being attributed to business. “Our main destinations are London for business, and then from London to Portugal, Spain, and France to popular cities like **Málaga, Faro, Nice**, and Paris,” the accountable manager said.

High demand means that travellers need to plan in advance if they want to fly to the most popular summer destinations in Greece and Italy in the summer season. “Flying on short notice to Greece is nearly impossible in the high season; you need to arrange slots, and plan parking in advance too,” she explained.

According to Horváth-Muška, Atmospherica’s fleet is very active throughout the year, averaging 1,500 annual flight hours on the Praetors and 1,200 on the Phenoms.

MRO issues and plans

With a high number of flight hours also comes careful maintenance planning, with Horváth-Muška echoing many other operators and saying slots and parts have been an issue lately.

“We are also working on an MRO business plan right now, but just for simple tasks” she revealed, stressing that the project is still in its very early stages.

Atmospherica is dependent on numerous providers to maintain its fleet. “Spare parts are a general problem, currently for example, windshields are not available, some hydraulic parts are problematic too,” Horváth-Muška said.

Moreover, slots at MROs are constrained, and supply chain issues are causing a ripple effect.

“For example, you get a slot, and you know that 15 tasks should be performed, but within the slot they can make eight. So you have to come back again. And that's again, half a day or a day booked for maintenance. You also have to ferry the aircraft there again. So you lose more than one day for business and also need to make more unpaid ferry flights. That's a problem,” she said, adding that maintenance organisations are also facing capacity issues for parts, meaning parts are sometimes not available when they should be.

“The aircraft then stands there, the technicians are waiting, and then suddenly three spare parts arrive, but they can't do everything at the same time.”

Horváth-Muška said that OEMs are facing problems as well, because they too are dependent on certain parts suppliers. “There is one company producing windshields. If they have a problem, everybody has a problem,” she stated.

“Also, when they're delivering aircraft, for example, the Phenom can come half a year later because of windshield issues,” she added.

She went on to say that Atmospherica is hedging by stocking some parts, especially wheels and related equipment, and that the company is looking to expand on this in cooperation with **Embraer**.

SÃO JOSÉ DOS CAMPOS U.E. STUMPF INTERNATIONAL PRAGUE VÁCLAV HAVEL MÁLAGA NICE FARO EMBRAER
 ATMOSPHERICA JETS ATMOSPHERICA AVIATION ACMI/CHARTER MRO BUSINESS MODELS SUPPLY CHAIN ISSUES
 INTERVIEWS

About Atmospherica Aviation

Type

Business/Private Charter

Aircraft

7

Base

Prague Václav Havel

[View Full Profile](#)

Also on ch-aviation



 **EXCLUSIVE** BUSINESS JETS

Atmospherica Aviation adds second Czech AOC for super-mids

26JAN2026