



About Us

Air Mandalay Limited is a joint venture company that was incorporated on 6th October 1994 to operate as Myanmar's first joint venture airline and support the country's tourism industry.

The airline, based in Yangon, has since established itself as a carrier of high standards with a wide domestic network and one regional link, to Chiang Mai in northern Thailand. It operates to all of Myanmar's main tourist destinations and commercial hubs.

The airline also offers air charter services to destinations both within the country and regionally.

In September 2010 Air Mandalay embarked on a new era of expansion, adding one ATR-72 to its fleet and refurbishing both of its existing aircraft, both inside and out. To reflect this step forward for the company the aircraft livery was also updated to a more modern design.

Due to the growth of tourism and business investment in Myanmar, air transportation has become an important contributor to both the country's economic growth and its infrastructure development.

The country is looking to position itself as a major tourism destination capable of handling an increasing number of foreign visitors and the airline industry will play a vital role in achieving this.

Corporate Identity



Air Mandalay's logo depicts the mythological royal Hintha bird, which symbolises loyalty, respect for traditional values, stability, good luck and prosperity.

The colours in our logo are also significant. Yellow represents the numerous golden pagodas found throughout Myanmar, which is often called the Golden Land. Maroon signifies the colour of our commitment, to provide safe, reliable and comfortable flights for our passengers.



Mingalarbar!



Our Fleet

Air Mandalay's modern fleet is currently comprised of two ATR-72-212s and one ATR 42-320, which are all built by Aerospatiale of France and Alenia of Italy and powered by Canadian-built Pratt & Whitney engines.

Aircraft are maintained to the European JAR 145 Standard at our maintenance facility in Yangon.

All aircraft in Air Mandalay's fleet and the maintenance facility are inspected once a year by the Direction Générale de l'Aviation Civile (DGAC) of France.

Air Mandalay's Aircraft Maintenance Organisation has European Aviation Safety Agency (EASA) Part 145 approval.

Our Crew

In selecting and training our multilingual cabin crew, we aim to provide high levels of service consistent with Myanmar's gentle traditions.

Our pilots are trained at ATR facilities and undergo recurrency training every six months.

Engineers are trained at both ATR and Pratt & Whitney facilities to ensure the ATR aircraft operated by Air Mandalay are always well maintained.



The Golden Flight

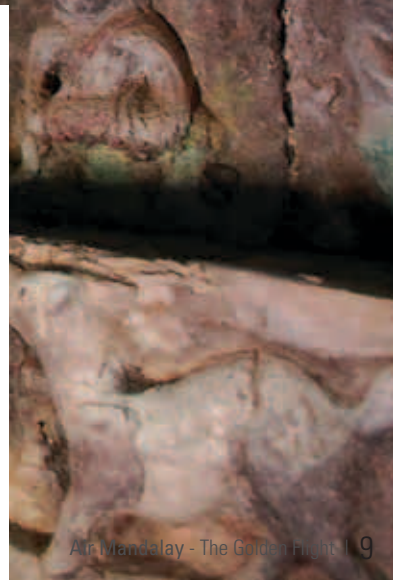
Avoiding the crowd in

Mrauk Oo

Words and pictures by Simon Whiting

Getting to and from Mrauk Oo is mildly complicated and involves a Yangon-Sittwe flight, plus a five-or-so-hour boat ride to Mrauk Oo. Book accommodation and transport in advance and you can transfer from the airport to the jetty and enjoy a leisurely afternoon cruise to Mrauk Oo; wing it and you're left stranded in Sittwe.

I, of course, had winged it and had come unstuck when the IWT ferry had ventured out into the Kaladan River, only for the engine to develop a major fault and conk out as we returned to the jetty.





No matter. I quickly found a group of like-minded individuals and negotiated a private passage to Mrauk Oo, with what seemed like a minor flaw at the time – the boat had to return to Sittwe two days earlier than my flight.

Boat travel is a seriously underrated method of transport and cruising up the Kaladan in the warm morning sun seemed like a holiday in itself. The little vessel chugged its way past small villages, children washing water buffalo, fishermen casting their nets into the waters and people transporting

rice up and down the river in a heartily agrarian world.

Small white or gold stupas occasionally sprouted from the hills in the distance and they steadily grew larger as the day wore on. The closer we got to Mrauk Oo the landscape changed from mangrove floodplain to rice paddy farmland and into thickening vegetation.

At some stage we'd turned off the main river and into narrowing creeks before, at about 4pm, we hove into the main jetty at Mrauk Oo.

The city was the capital of the Rakhine kingdom until the British invaded during the First Anglo-Burmese War in 1826, after which the seat of government moved to the coastal town of Sittwe.

Having been a capital for more than 400 years you could perhaps expect much of the infrastructure and buildings from that period to still be visible but, if so, you'd be mistaken. While the

temples survive, much of the rest has disappeared and only parts of the walls still exist.

Mrauk Oo shares many similarities with another of the country's former capitals – Bagan – but unlike that destination it's not part of the main tourist trail, which makes for a mix of good and bad.

Bagan is popular with tourists and is well supported by the industry – there's an airport on the edge of the town, a top-class (and relatively fast) ferry service linking it with Mandalay, many people who speak English and a plethora of places to eat or sleep. Mrauk Oo, in contrast, is a challenge to reach and is visited by much fewer people so there's fewer options in the dining and accommodation departments – although there's still enough for all but the pickiest traveller. Both destinations offer more or less the same attractions – pagodas and religious sites, although where Bagan is vast and spread out, Mrauk Oo is relatively compact and focused.

