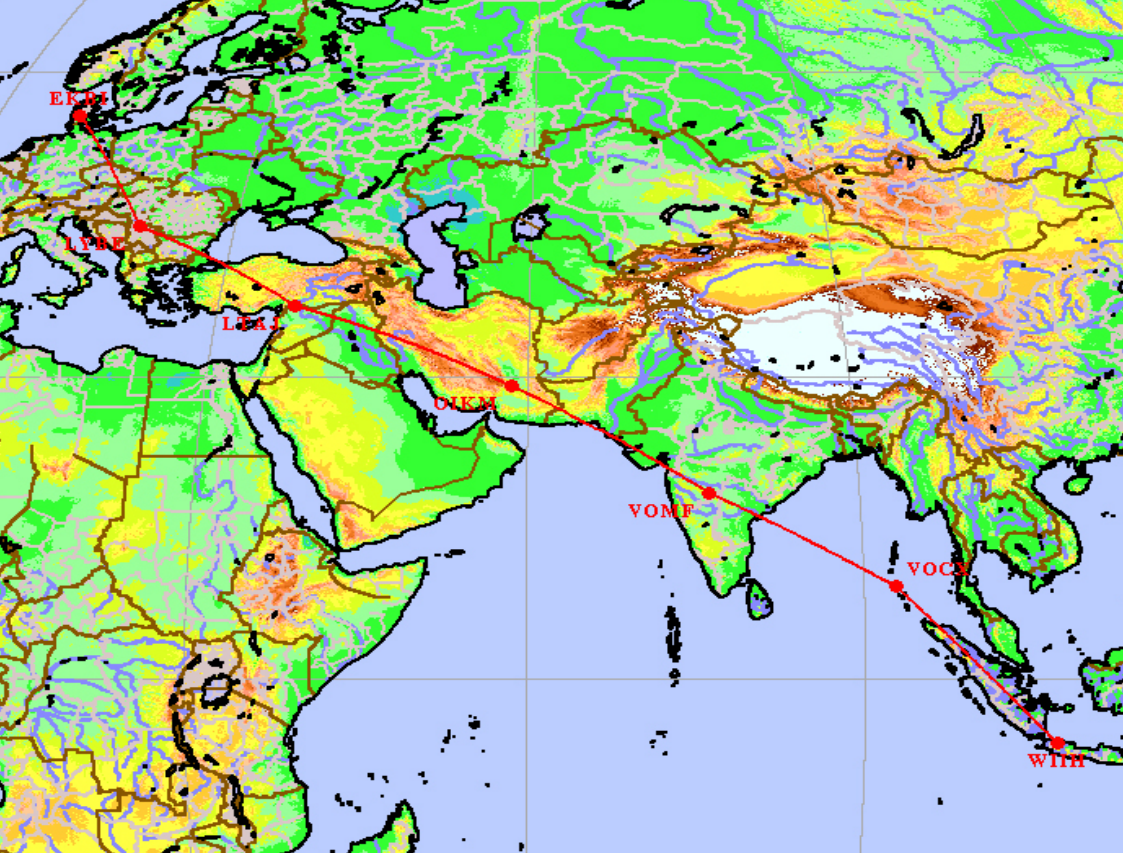




GLOBAL AIR FERRY FIRSTAVIA

AIRCRAFT FERRY PRICING ESTIMATE



AIRCRAFT: FOKKER 50-100
DEPARTURE DATE: 30/10/2010
DEPARTURE A/P: EKBI, DENMARK
DESTINATION A/P: WIHH, INDONESIA
PILOTS (2): PAUL SCHNEIDER, CURT FARLEY

ROUTE: EKBI - LYBE - LTAJ -
 OIKM - VOMF - VOCX
 - WIHH

FUEL & RANGE

TOTAL ESTIMATED DISTANCE:	7340 NM
TOTAL ESTIMATED TIME OF FLIGHT:	30.6 Hrs
AVERAGE COST OF FUEL:	\$6.50 USD/Gal
AIRCRAFT FUEL CAPACITY (POH):	1383 Gal (US)
AIRCRAFT RANGE (POH):	1250 NM
AVERAGE CRUISING SPEED:	240 Knots
APPRX. ENDURANCE:	5.2 Hrs
FUEL BURN FOR EACH START-UP & RUN-UP:	100 Gal
APPRX. CRUISE FUEL CONSUMPTION:	265.5 Gal/Hr
TOTAL ESTIMATED FUEL REQUIRED:	8621.0 Gal
TOTAL ESTIMATED FUEL EXPENSES:	\$56,036.34 USD

TRANSITION AND PARKING

SCHEDULED FUEL STOPS:	5
AVERAGE LANDING FEE:	\$200.00 USD
DAYS EN ROUTE:	3
AVERAGE OVERNIGHT PARKING FEE:	\$500.00 USD
APPRX. OVER-FLY FEES:	\$600.00 USD
TOTAL FEES:	\$3,100.00 USD

CREW

CREW RATE PER DAY:	\$1,500.00 USD
ACCOMMODATION DAYS:	4
AVERAGE LODGING COST PER NIGHT:	\$200.00 USD
TRANSPORTATION TO DEPARTURE AIRPORT:	\$500.00 USD
TRANSPORTATION FROM ARRIVAL AIRPORT:	\$3,000.00 USD
TOTAL CREW EXPENSES:	\$8,800.00 USD

TOTAL ESTIMATED COST OF THIS FLIGHT: \$67,936.34 USD

FUEL PLANNING:

Fuel data and calculations are based on approximate fuel prices en-route. We keep receipts of all fuel expenses and will refund or make additional charges in case the estimates are not accurate. Aircraft performance data is taken from your "Online Quotation Request" form and aircraft manufacturer's official website. Please remember that fuel and oil consumption may vary according to the aircraft's age, weight, equipment variations, etc. The fuel costs are estimated in "no-wind" conditions, where true airspeed equals ground speed. If we choose to change the route due to weather or other factors, additional fuel costs may apply.

AIRPORT & AIR-SPACE FEES:

Most airports outside of the US charge for landing fees even if pilots does purchase fuel. Landing fees are different from parking fees and vary according to airport size and location. Some countries require payment for overfly clearances. We estimate these expenses based on the average fees encountered by previously en-route. They may change without notice. We will retain all related receipts when possible and subtract/add from/to the estimate as appropriate.

PILOT FEES:

Pilot fees depend on the individual pilot undertaking the flight and vary with license issuing authority, corresponding training costs, transition risk factor, each pilot's experience level and ratings (such as type-rating). En-route accommodation fees may vary from season to season and may be significantly different from the estimate. We estimate these fees based on 2 or 3 star level hotel rates located en-route. Again, since all receipt are kept, please remember that this figure is approximate and will be augmented accordingly.

INSURANCE:

This estimate does not include aircraft insurance. If insurance is required for this flight, please contact your insurance agency for quotation. if you do not have an insurance agent, please contact us to put you in touch with the trusted by us insurance agents.

OTHER EXPENSES:

OTHER FEES THAT ARE DIFFICULT TO ESTIMATE BUT MUST BE CONSIDERED: Oil consumption, IFR approach fees (EU only), long-range tanks, insurance, Canadian airspace fees, a/c handling, en-route repairs, weather delays, additional emergency equipment rentals, de-icing equipment, taxi to/from a/c, etc.