

FF5000

Frequently Asked Questions (FAQs)



- **Can the Company assist in getting EXIM finance?**

Yes, we can bring EXIM financing into your purchase program.

- **How many orders does the Company have & who are they?**

Approximately 50 aircraft secured under LOIs. Most of the operators are in Africa, and one in Europe, and one in the U.S. We will be indentifying some of them in upcoming press releases.

- **What is the total planned production for this model?**

The Market estimation for this type of aircraft globally has been estimated to be approx. 6,000. This is based upon the existing and in production jet wide-body aircraft cargo global capacity. Our production plans call for approx. 500 aircraft over the next 8 years.

- **What benefits will the initial customers have with regard to:**

1. **Pilot Training?**
2. **Engineering Training?**
3. **Manuals?**
4. **What other options?**

All of these and other issues will be part of individual negotiations of the Aircraft Purchase Agreement, which will be negotiated and finalized after the “first flight” of the prototype as called out in the LOI that we provided to you.

- **What Avionics?**

We are in the process of selecting a vendor that will provide an integrated panel including FMS, Autopilot and Electronic PFD, etc., with the intention of providing a reasonably priced, rugged long MTBF, and highly functional system with a solid logistics support package. This will also be the subject of upcoming press releases this year.

- **What are the Maintenance intervals by hrs / cycles / calendar for the checks for**

- a. **Airframe**
- b. **Engines**
- c. **Props**
- d. **Landing Gear**

The aircraft is all aluminum, the engines are off the shelf PWs, the props are off the shelf Hamilton Standards, and the landing gear is fixed. All of this insures very favorable time between inspections and cycles and will be provided in detail as part of our first flight data package to our customers.

- **What is the cost for above and where would the MRO be located?**

The actual cost will be part of the data package as mentioned above. We plan to establish contracted MRO facilities in India, Africa, UK, and the Middle East. We are currently reviewing several possible candidates at this time.

- **What is the spares support (AOG cases)?**

A complete logistics support program will be part of the “first flight” data package.

- **What would be the TOTAL cost (reserves for all + line) per hr or cycle by 2011?**

To be provided after “first flight” in the logistics support package program.

- **What are the options on engines, is it only 1 type? If more than 1 type, what is the difference on each variance?**

At this point in time only the PW150 meets our power requirements.

- **What are the options available for us to maximize the payload?**

The FF5000’s primary design has been optimized to do just that – maximize the payload by accommodating essentially all standard industry containers and pallets, including various load combinations, with turboprop efficiency.

- **What are your recommendations on being cost effective?**

- a. Although the max range/payload is 2000nm with a 10,000lb payload, the aircraft is most efficient in the 500 – 800nm range segments, therefore plan routes accordingly.
- b. The operation should be primarily containerized and palletized freight.
- c. Include, if possible, remote operations which will give your company a competitive edge over others that are operating more conventional freight feed operations that are unable to serve unimproved runways.

- **Where do we go from here?**

It is important that customers enter into the LOI to secure early delivery positions -- because the first production run offer will be filled soon and will expire. Production lot 2 will have a price increase.

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29 Mission Specific Design Advantages

1. The only commercial turboprop aircraft designed specifically for freight
2. Designed with proven and certified off the shelf aerospace components
3. Engineered to Federal Aviation Administration (FAA) part 25 specifications
4. Only turbo-prop aircraft capable of transporting industry main deck containers and pallets
5. Only turbo-prop aircraft capable of interlining with all wide-body aircraft (747, MD11, etc.)
6. 50% less direct operating cost (DOC) than any aircraft in its class
7. Designed with the PW150A engine - the most advanced turbo-prop in production
8. Twice the take-off power with 50% less fuel consumption of older aircraft
9. Highest efficiencies in the 300 to 800 nm range of any regional or jet feeder aircraft
10. Substantially higher percentage useful load to gross weight ratio in its class – 54%
11. Over 5000 square feet of un-obstructed cargo bay volume
12. Non-pressurized cargo bay reduces structural weight allowing increased revenue weight
13. 99.9% designed-in reliability increases profits and reduces maintenance
14. Rugged fixed landing gear increases dispatch-ability
15. Reliable fixed landing gear reduces maintenance and overall cost
16. Fixed landing gear increase safety reducing costly insurance rates
17. Pressurized cockpit allows for high altitude engine performance
18. Containerization facilitates seamless international origin to destination transportation
19. Containerized freight facilitates interlining with the major air carriers
20. Containerized capacity decreases the amount of damaged freight
21. Containerized freight decreases high labor rates and turn-around time
22. The only aircraft with a rear loading container door and sliding side container door
23. The 2 cargo container doors provide added flexibility and reliability
24. United States Patents included in the FF5000 smart technology
25. 3,500 foot runway capabilities – opening up air cargo markets worldwide
26. State of the art avionics package increasing operational reliability
27. Green technology integrated into its engines operational features
28. Complies with all international and domestic noise abatement requirements
29. Relatively low acquisition costs and high profit potential abilities.