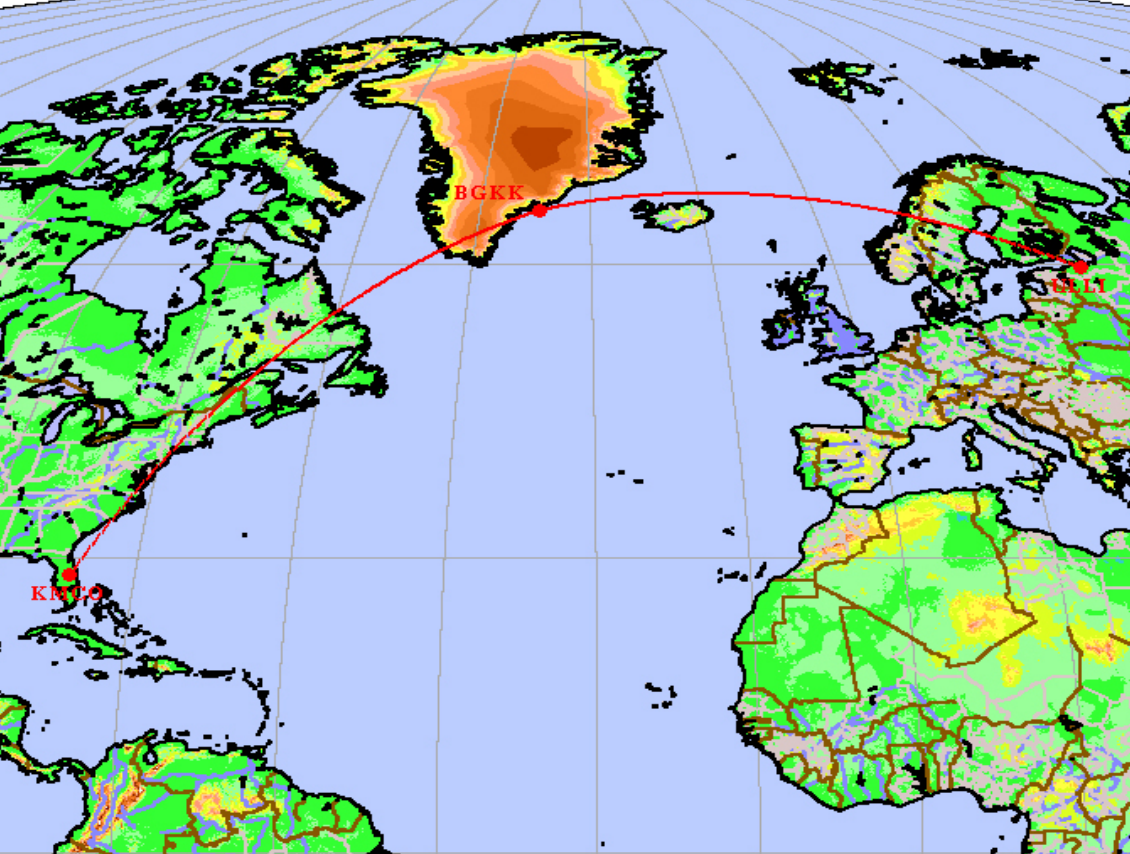




GLOBAL AIR FERRY FIRSTAVIA

AIRCRAFT FERRY PRICING ESTIMATE



AIRCRAFT: A320 AIRBUS
DEPARTURE DATE: 1/12/2009
DEPARTURE A/P: KMCO, FL
DESTINATION A/P: ULLI, RUSSIA
PILOT: MIKE POSLUZNY

ROUTE: KMCO - BGKK - ULLI

DISTANCE: 4556 NM

FUEL:

TOTAL ESTIMATED TIME OF FLIGHT:	10 Hrs
AVERAGE COST OF FUEL:	\$5.50 USD/Gal
AIRCRAFT FUEL CAPACITY:	0 Gal (US)
AIRCRAFT RANGE (Including reserve):	3500 NM
AVERAGE CRUISING SPEED:	480 Knots
APPROXIMATE ENDURANCE:	7.291666667 Hrs
APPROXIMATE FUEL CONSUMPTION:	1500 Gal/Hr
TOTAL ESTIMATED FUEL EXPENSES:	\$82,500.00 USD

LANDING/OVER-FLY:

NUMBER OF SCHEDULED FUEL STOPS:	1
AVERAGE LANDING FEE:	\$500.00 USD
NUMBER OF OVERNIGHT PARKINGS:	1
APPROX. OVERNIGHT PARKING FEE:	\$1,500.00 USD
OVER-FLY FEES:	\$750.00 USD
TOTAL FEES:	\$2,750.00 USD

PILOT FEES:

PILOT RATE PER DAY	\$1,000.00 USD
DAYS ENROUTE	2
ACCOMMODATION DAYS:	3
AVERAGE LODGING COST (Per night)	\$100.00 USD
TRANSPORTATION TO DEPARTURE A/P:	\$250.00 USD
TRANSPORTATION FROM ARRIVAL A/P:	\$1,000.00 USD
TOTAL PILOT EXPENSES:	\$3,550.00 USD

TOTAL ESTIMATED COST OF FLIGHT:	\$88,800.00 USD
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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.