



Aeronautical Engineers, Inc.

Media Release

For Immediate Release

WORLD'S FIRST MD-80SF ARRIVES FOR CONVERSION

MIAMI, FL., --May 19, 2010-- Aeronautical Engineers, Inc. (AEI), is pleased to announce that the prototype MD-80SF arrived in Miami on Tuesday May 4, 2010 and has begun the Passenger to Freighter Conversion Process. AEI purchased the MD82, MSN 49470 from GA Telesis, the aircraft had served with American Airlines since new. The modification touch labor is being performed at AEI's leading Authorized Conversion Center, Commercial Jet, which is located at Miami International Airport.

Mr. Robert T. Convey, Vice President of Sales & Marketing for Aeronautical Engineers, Inc. stated, "The acquisition and induction of the prototype aircraft represents an historic milestone in the development of what is positioned to become the largest passenger to freighter conversion program ever. The MD80's rugged design, low operating costs and abundant availability has caught the attention of operators and investors from every region of the world. Given that the MD80 can transport an equal amount of payload the same distance as a B737-400SF, but for one third the acquisition price, guarantees that this aircraft will dominate the narrow body landscape."



The MD-80SF will offer the operator industry leading cargo capacity and ULD flexibility. The initial design includes the following;

- Twelve 88" x 108" ULD's
- Eight 88" x 125" ULD's
- Eight 96" x 125 ULD's
- Up to 47,000 lbs of main deck payload
- Up to 4,400 cubic feet of main deck volume

About AEI

Formed in 1958, Aeronautical Engineers, Inc. (AEI) is the oldest conversion company in existence today. For more than 50 years AEI has provided advanced engineering solutions to aircraft owners and operators. Today the company is a global leader in passenger to freighter conversions for a wide array of aircraft, helping customers extend the life of the aircraft and increase the value of their asset. AEI has developed over 120 Supplemental Type Certificates (STCs) and 350+ aircraft have been modified with AEI STCs – more than any other conversion provider.

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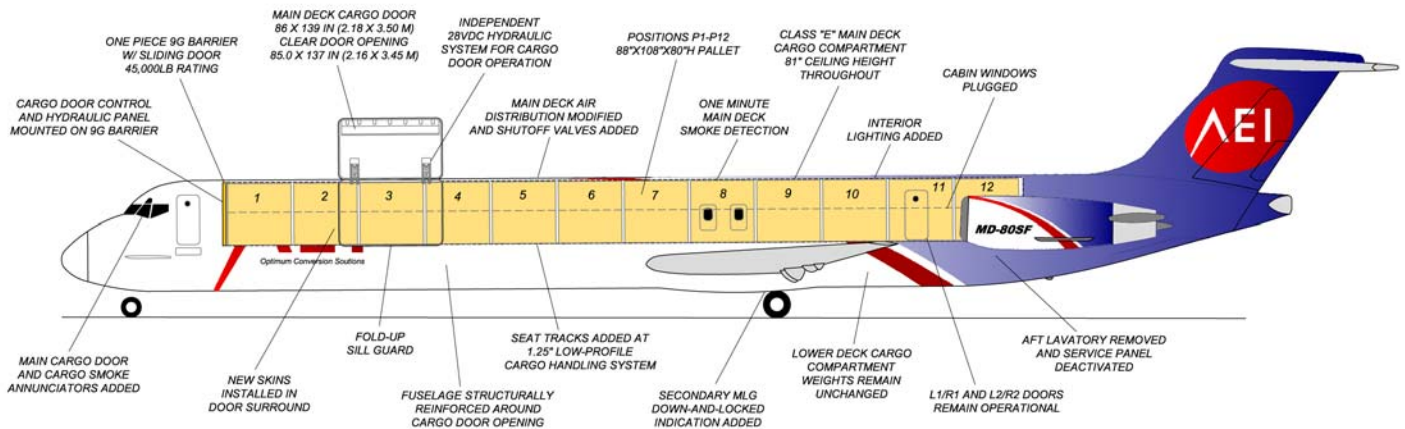
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Freighter Conversion Data Sheet

The Aeronautical Engineers Inc. (AEI) MD-80SF Cargo Conversion consists of the installation of a 86"x139" cargo door on the left side of the fuselage, and modification of main deck to a Class E cargo compartment. After conversion the aircraft can carry twelve 88"x108" or eight 88"x125" ULDs OR eight 96"x125" ULDs. This is the world's first MD-80 passenger to freighter conversion.

AEI's cargo door has earned a reputation of being the most robust and reliable in the conversion industry. The cargo door is hydraulically operated and actuated from the inside of the aircraft by an independent system. Hydraulic pressure is available from two sources; an electrically operated hydraulic pump or a manual hand pump. The door control and manual pump are located on the 9g barrier, allowing a single person to operate the door manually.



BOEING Licensed
3rd Party STC Provider

STC
available
Summer
2011

Approvals
United States FAA
Pending

European EASA
Pending

Chinese CAAC
Pending



Freighter Weights and Volumes

	MD-81SF, MD-82SF, MD-88SF	MD-83SF
MTW*	Up to 150,000 LB Max (68,038 kg)	Up to 160,500 LB Max (72,802 kg)
MTOW*	Up to 149,500 LB Max (67,812 kg)	Up to 160,000 LB Max (72,575 kg)
MZFW*	Up to 122,000 LB Max (55,338 kg)	Up to 122,000 LB Max (55,338 kg)
MLW*	Up to 130,000 LB Max (58,967 kg)	Up to 139,500 LB Max (63,276 kg)
BEW**	74,024 LB (33,576 kg)	75,320 LB (34,164 kg)
Payload***	Up to 47,000 LB Max (21,319 kg)	Up to 46,680 LB Max (20,238 kg)
Fuel Capacity	5,846 USG (22,129 L)	5,846 USG (22,129 L)

*Aircraft as-delivered weights
**Typical BEW after conversion, depends on original aircraft configuration
***Typical Max Payload, depends on aircraft OEW and MZFW

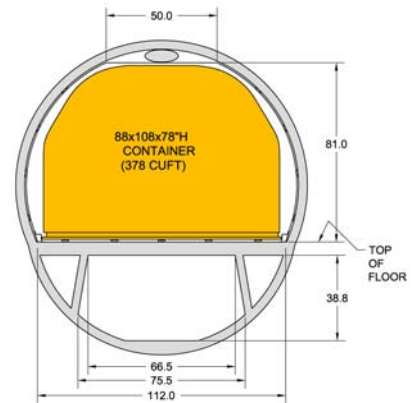
Main Deck Usage Volume	
12 ULD's - 88"L X 108"W X 78"H	4,536 Ft³ (128.4 m ³)
8 ULD's - 88"W X 125"L X 78"H	3,683 FT³ (104.2 m ³)

Main Attributes*

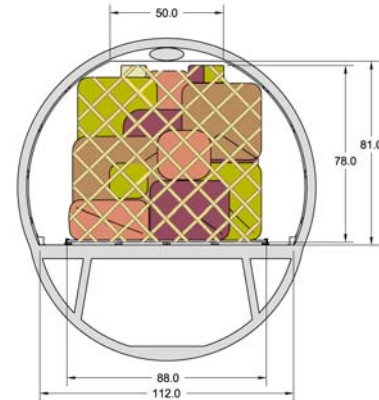
- 12 position 88"x108" Container or Netted Pallet
- 8 position 88" x 125" ULD's longitudinally oriented
- 8 position 96" x 125" ULD's longitudinally oriented
- 4,000-5,000 lb average position weight limit
- Up to 47,000 lbs useful main deck payload
- 86"x139" Main Deck Cargo door, "estimated size"
- 9g rigid cargo / smoke barrier with door, Ventura Aerospace
- Low profile, 1.25" cargo loading system
- Minimal floor reinforcement required
- Main deck converted to Class "E" Cargo Compartment, with independent smoke detection system
- Cabin windows replaced with lightweight aluminum window plugs
- High reliability, independent hydraulic system
- Up to 2 Supernumerary Seats

*Preliminary Specifications, subject to change.

**12 POSITION
88"L X 108"W X 78"H
CONTAINER/PALLETS**



**8 POSITION
88"W X 125"L X 78"H
NETTED PALLETS**



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