

FEASIBILITY CHECK
PRELIMINARY FLIGHT PLAN - VERSION 06FEB05
Brisbane - Santiago de Chile

John Doe

Brisbane - Santiago de Chile

Brisbane - Colombo - Nairobi - Dakar - Recife - Santiago de Chile
 V-02-YBAF-ATW-YBAF-JDOE2
 Departure Date: 15.04.2005

PLEASE CHECK YOUR PERSONAL AND AIRCRAFT DATA AND CORRECT IF NECESSARY

CUSTOMER DATA

John Doe, 5 Mainstreet, New York, NY 10000, United States

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 john.doe@yahoo.com

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|-------------------------|---------------|------------------------|-------------------------------------|
| Nationality | United States | Birth Date | 08.10.1942 |
| Personal Experience / H | 900 | Customer IFR Rated Y/N | <input checked="" type="checkbox"/> |

AIRCRAFT DATA

Beechcraft V35B / N555JD

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|----------------------------|-------------------------------------|------------------------------------|-------------------------------------|
| Seats | 4 | Home Airport | New York/Kennedy Intl / KJFK |
| Engine (s) | Continental IO-550-G | Min RWL Meters | 800 m |
| Engine HP | 280 | Grass/Gravel Y/N | <input checked="" type="checkbox"/> |
| FF / cruise consumption | 50.0 L/h | Fuel: AVGAS | <input checked="" type="checkbox"/> |
| TAS / average cruise speed | 150 kt | MOGAS | <input type="checkbox"/> |
| Service Ceiling ft | 15000 ft | JET A | <input type="checkbox"/> |
| Weight Units | kg | Normal Tank Capacity | 430 L |
| DOW | 800 kg | Additional Tank Capacity | 860 L |
| Max TOW | 1500 kg | Maximum Tank Capacity | 1290 L |
| Long Range MTOW | 1800 kg | Theoretical No Reserve Ferry Range | 3870 NM |
| AC IFR Approved Y/N | <input type="checkbox"/> | Oxygen Y/N | <input type="checkbox"/> |
| AC IFR Capable Y/N | <input checked="" type="checkbox"/> | AC Anti Ice Y/N | <input type="checkbox"/> |
| AC VFR Only Y/N | <input type="checkbox"/> | | |

JOURNEY

Brisbane - Santiago de Chile

| | | | |
|----------------|------------|--------------|------------|
| Departure Date | 15.04.2005 | Arrival Date | 29.04.2005 |
| Travel Days | 15 | Rest Days | 4 |

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| FEASIBILITY CHECK |
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The following items of your flight have been checked:

- General feasibility of route regarding experience of pilot and aircraft performance.
- General feasibility of route regarding probable climate and local weather, range of aircraft, possible political problem areas, over water legs and/or legs over sparsely settled areas.
- Feasibility of available time frame against distance to be covered.
- If the customer did not stipulate specific wishes regarding route or specific dates/night stops/rest days, we planned the route to make the best use of the available time. Equally important were interesting legs and night stops versus sufficient rest days and suitable maintenance stops.
- Every single leg was checked regarding range, best possible route (airway/off airway if no airway was available that could be used by the aircraft flown), alternate airport and minimal reserves, whereby a correct fuel planning will only be done in the final version of the flight planning.
- Every destination was checked for availability of customs (airport of entry) where needed, the availability of an IFR approach, the minimum runway length, runway (hard surfaced or not), the availability of the correct fuel grade, the airport elevation (possible problems with density altitude) as well as airport opening hours.
- Every alternate was checked for minimum runway length, runway (hard surfaced or not) and the availability of the correct fuel grade. The closest alternate (if the correct fuel grade was not available) was only chosen, if a reasonable chance exists to return to the original destination without refuelling.

This feasibility check is just a preliminary check to find out whether the flight is possible as planned. Only the final planning once accepted will include a thorough check of all pertinent details.

You may of course change this itinerary regarding dates, destinations and rest days. We shall advise you if we think that certain alterations should not be done. You as the customer however will have the last word of course.

| Date | Leg / Place | DEP Airport Country | Time Enroute | DEST Airport Country | Distance Airway |
|---|---------------------------------|---|-------------------------|---|----------------------------|
| 15APR05, Friday | Archerfield - Port Hedland | Brisbane/Archerfield Australia | 13.55 YBAF - YPPD | Port Hedland Australia | 2063 NM Route # 0 |
| 16APR05, Saturday | Port Hedland - Christmas Island | Port Hedland Australia | 06.33 YPPD - YPXM | Christmas Island Australia | 957 NM Route # 0 |
| Christmas Island: Call ahead to check fuel availability. Prepositioning might be necessary. | | | | | |
| 17APR05, Sunday | Christmas Island / REST DAY | Christmas Island Australia | 00.00 YPXM - YPXM | Christmas Island Australia | 0 NM Route # 0 |
| 18APR05, Monday | Christmas Island - Colombo | Christmas Island Australia | 13.01 YPXM - VCBI | Colombo/Bandaraneike/ Sri Lanka | 1927 NM Route # 0 |
| Colombo: Be prepared for some bureacratc hassles (count up to three hours after landing). Recheck fuel availability prior departure. | | | | | |
| 19APR05, Tuesday | Colombo - Seychelles | Colombo/Bandaraneike/ Sri Lanka | 11.00 VCBI - FSIA | Seychelles/Intl. Seychelles | 1624 NM Route # 0 |
| 20APR05, Wednesday | Seychelles - Nairobi | Seychelles/Intl. Seychelles | 07.58 FSIA - HKNW | Nairobi/Wilson Kenya | 1171 NM Route # 0 |
| Nairobi: Arrive in time (restricted opening hours of Wilson). | | | | | |
| 21APR05, Thursday | Nairobi / REST DAY | Nairobi/Wilson Kenya | 00.00 HKNW - HKNW | Nairobi/Wilson Kenya | 0 NM Route # 0 |
| 22APR05, Friday | Nairobi - N'djamena | Nairobi/Wilson Kenya | 11.24 HKNW - FTTJ | N'Djamena Chad | 1684 NM Route # 0 |
| Nairobi: depart early (density altitude!). | | | | | |
| 23APR05, Saturday | N'djamena - Dakar | N'Djamena Chad | 13.03 FTTJ - GOOY | Dakar Senegal | 1932 NM Route # 0 |

| Date | Leg / Place | DEP Airport Country | Time Enroute | DEST Airport Country | Distance Airway |
|---|--------------------------------|--|-------------------------|--|----------------------------|
| 24APR05, Sunday | Dakar / REST DAY | Dakar Senegal | 00.00 GOOY - GOOY | Dakar Senegal | 0 NM Route # 0 |
| 25APR05, Monday | Dakar - Recife | Dakar Senegal | 11.46 GOOY - SBRF | Recife/Guararapes Brazil | 1740 NM Route # 0 |
| <i>Depart so as to arrive at the ITCZ as early as possible (weakest in the morning).</i> | | | | | |
| 26APR05, Tuesday | Recife - Rio de Janeiro | Recife/Guararapes Brazil | 07.05 SBRF - SBRJ | Rio de Janeiro/Santos D Brazil | 1037 NM Route # 0 |
| 27APR05, Wednesday | Rio de Janeiro / REST DAY | Rio de Janeiro/Santos D Brazil | 00.00 SBRJ - SBRJ | Rio de Janeiro/Santos D Brazil | 0 NM Route # 0 |
| 28APR05, Thursday | Rio - Foz do Iguaçu | Rio de Janeiro/Santos D Brazil | 04.42 SBRJ - SBFI | Foz do Iguaçu/Cat./Intl.. Brazil | 681 NM Route # 0 |
| 29APR05, Friday | Foz do Iguaçu - Santiago/Chile | Foz do Iguaçu/Cat./Intl.. Brazil | 08.08 SBFI - SCEL | Santiago/Merino Benitez/1 Chile | 1195 NM Route # 0 |
| <i>Andes: Be careful because of possible onset of winter. Chck TAFs of Mendoza and Santiago. If the pressure gradient between both airports is considerable do not fly.</i> | | | | | |

GRAND TOTALS

Total FPL Distance / NM: 16011

Total Time / H: 108.35 *

* Total Time / H includes 10 minutes for climb, descent and approach for each leg.

AEI FLIGHT PLANNING TOOLS - OFFER

We are able to offer you the complete package of flight planning tools as described in the enclosed documentation for this version of your itinerary for the price of

| | | |
|------------|-------------|-----------------------|
| USD | 2189 | |
| - USD | 500 | (cover charge / paid) |
| USD | 1689 | |

If you should decide to change this itinerary, the price for the whole package may change.

REMARKS

The flight with your aircraft is feasible. The longest legs are over Central Africa and the South Atlantic, but they will be well within your range. As you are flying westbound the time difference will be to your advantage. This however means long days. We recommend including additional free days where feasible. Fuel availability might be critical on several airports, as the situation may always change on short notice. Tropical convectivity and some heavy rains will be a factor overhead the Pacific and Africa. You might have to wait a day or two in Dakar if the Inter Tropical Convergence Zone ITCZ should be particularly active overhead the South Atlantic. Arrival in Santiago is somewhat late in the season as you might expect the onset of winter in the Andes at or shortly after crossing the mountains towards Santiago de Chile. We recommend departing not later than mid April, preferably earlier.

Please enter your corrections to personal or aircraft data as well as all changes of this Preliminary Flight Plan directly on the form. Tick one of the boxes below:

- I have made changes in this Preliminary Flight Plan and/or the personal or aircraft data. Please implement them and send me a corrected version of this Preliminary Flight Plan as soon as possible.
- I have made NO changes in this Preliminary Flight Plan and I accept the proposed Itinerary as well as your offer. I have checked all personal and aircraft data and confirm them to be correct. Please send me your contract.

If you wish to receive a changed, corrected Preliminary Flight Plan / Offer please send this form together with your corrections and comments by fax as soon as possible to Aero Explorer International. Should you decide to make any alterations to your original plan, the first change to the proposed route or your itinerary is included in your cover charge of USD 500 (flights around the World USD 1000). For all subsequent changes that affect the structure of the pre-flight plan, USD 100 (flights around the World USD 200) will be charged to your credit card, regardless of whether one or several dates and/or legs are changed at the same time. The amount charged for these additional changes is non-refundable.

Agreement:

Place, Date: Signature:

Aero Explorer International

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