



Aircraft Leasing Info Sheet

Awesome Aviation specialises in the supply of Beech 1900 C/D Airliners, as well as Learjet, Falcon Jet and Beechcraft King Airs in the contract lease environment. Our clients include Regional Airlines and Operators who work with Commuter Taxi, Humanitarian Aid, Freight, Special Missions, Air Ambulance, Government and NGO Contracts. Our services include the supply of aircraft under Non-Value Added Lease, with or without maintenance through to full Value-Added Lease including maintenance, crew and flight operations. Purchase and leaseback of aircraft is well understood as is our clients' requirement of upsizing and right-sizing of fleets as dictated by ongoing operational and commercial dynamics. We aim to have a broad understanding of our clients' expectations as well as the variables specific to each lease. As each lease requirement is unique, lease contracts are tailored on a client-specific basis.

Aircraft Lease options are categorised as follows:

1. Non Value-Added Lease: (A,AI,AMI)

Aircraft are supplied Dry under the following options:

- A** – Aircraft only. All other costs are for the client's account;
- A,I** – Aircraft and Insurance are supplied by Awesome Aviation;
- A,M,I** – Aircraft, Maintenance and Insurance are supplied by Awesome Aviation;
- A, Plus*** – Aircraft, Engine Hot Section Inspection and Overhaul, Engine mandatory SB's and AD's, Propeller Overhaul and Landing Gear Overhaul are supplied by Awesome Aviation.

**A,Plus is the preferred supply option on Beech 1900 Airliners.*

2. Value Added Lease: (ACMI)

Aircraft are supplied Wet with Flight Operations:

- A,C,M,I** – Aircraft, Crew, Maintenance, Insurance are supplied by Awesome Aviation;

Factors affecting Lease Rates

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| ➤ Contract Term | ➤ Security Deposit |
| ➤ Geopolitical aspects | ➤ Additional Insurance requirements |
| ➤ Intended hourly utilisation Per Month | ➤ State authority specific requirements |
| ➤ Use: Regional Airline, Humanitarian Aid, Commuter Taxi, Freighter, Other | ➤ Contract specific aircraft modifications |
| ➤ Cycle to Hour ratio exceeding 0.9 Cycles/Hour | ➤ Crew Rotation Costs |
| ➤ Fixed monthly standing fee or minimum hourly utilisation guarantee | ➤ Crew Transport |
| ➤ Ferry, Positioning and De-positioning | ➤ Engineer supply (where applicable) |
| ➤ Import C of A costs | ➤ No. of crew required |
| | ➤ Crew Accommodation |
| | ➤ Fuel Surcharge |