

**For those airlines operating with temporary freighters,
time is running out!**

The Cargo exemption is expiring!

**Get your Full Freighter Conversion without the need of
an exemption NOW!**





B767-300 Full Freighter = Matching Capacity with Demand

Patent Pending



- Most, if not all, Emergency Passenger to Cargo conversions are based upon temporary “exemptions”

This presentation is about a design based upon a **FULL STC** modification and **does not** rely on any temporary exemptions

B767-300 Full Freighter

- This design is for the *F-A-S-T* conversion of a B767-300 PAX aircraft into a Full Freighter aircraft.
- “Special” Cargo Modules that fit through existing entry doors. We fully realize a typical Cargo Airline makes use of large pallets that require a large Cargo Door and these Customer Airlines have an existing infrastructure in place to load/off-load, handle and maintain them however when balancing the time and costs required to convert the aircraft against the demand for air cargo this solution provides immediate revenue.
- “Unique” Floor Roller/Locking Rails that make it easy and fast to load/off-load without the time required to attached to seat tracks and damaging them with repeated heavy use.
- Transfers the costly requirements of making the aircraft meet the cargo smoke and fire regulations to the Cargo Modules themselves.
- Allows the Customer Airline to create new destinations without the need to implement new cargo handling infrastructure. This design makes use of typical, standard and readily available ramp equipment.
- This design will also be compatible with the new IFC Refrigerated Cargo Modules that will maintain the temperature between 2C-to-8C in a warehouse, on an aircraft and in a truck.
- Why spend all that money to convert aircraft with large cargo doors? The PAX airlines will eventually take back some of the cargo traffic. It is not a question of “if” only a question of “when” they will.

B767-300 Full Freighter Business Case Discussion

Until recently there was optimism that some degree of normalcy to PAX demand would return over the Summer Season and possibly into the Autumn Season as well.

As a result of this optimism toward passenger recovery the only real investments into the cargo business that passenger airlines wanted to make were short-term and low-cost solutions such as strapping cargo to seats or removing seats and strapping hand-loaded cargo to the floor mounted seat tracks. These are not viable long-term solutions, nor were they designed to be. Now airlines are looking for longer term revenue generating solutions in the range of one to three years.

“Global export orders are rising at a substantial rate, prompting to strong cargo volumes and a rise in demand, the International Air Transport Association (IATA) reported on September 9, 2020.”

To meet this demand IFC has created both Full Freighter and COMBI designs applicable to B737, B757, B767, B777 and B787 and A32X and A330.

This presentation is for the B767-300 Full Freighter “reversible” design that allows for the carriage of maximum Cargo in the main cabin, can be easily reverted back to PAX for lease return, integrates with existing cargo logistics, meets all airworthiness requirements and is economical.

S&P Global reports that International Load Factors are at 28% in 2020 and it projects Load Factors of 50% in 2021, and 60% in 2022. In 2023, projections are only at 75-80% on these international routes. Convert your aircraft to a freighter.

Major commercial airlines have recently indicated that carrying cargo was the only part of their business making any money.

B767-300 Full Freighter Business Case Discussion Cont...

The IFC Full Freighter design is a longer term solution unlike the stop-gap hand-loaded solutions that have been used up until now and it is designed to be flexible enough to allow for the easy re-configuration back to a PAX aircraft for continued use or Lease Return purposes or a COMBI with the right balance between PAX and Cargo that can be easily and quickly adjusted up or down to maximize revenue.

The hand-loaded solutions available up until now rob the passenger airline of its core competency and prevents the cargo airline from reaching full potential without massive and time consuming capital investments.

With the IFC Full Freighter design both the passenger airline and the cargo airline can achieve the best results, using all aircraft to their maximum value.

With PAX Load Factors substantially down and cargo rates up, the IFC Full Freighter design offers passenger airlines a method to monetize all that unused capacity and cargo airlines to lease, vs purchase aircraft.

IFC has the best solution that can realize substantial cargo revenue with minimal capital investment, now!!

Like all new initiatives the key is making the business case while also meeting all the airworthiness requirements. PAX airlines are now seeing the severe COVID-19 drop of RPKs/RPMs is a long-term reality. Cargo airlines need capacity now. A viable business plan that involves the right approach to cargo can be the key to success in this new reality.

Low initial cost + available space + cargo demand + high cargo rates + IFC's design flexibility to reach the "sweet spot" of cargo capacity = profitability for the airline.

B767-300 Cargo Conversion



Straight Forward Conversion: (No special & costly mods)

- Use existing fleet or lease surplus passenger aircraft and convert. No need to purchase aircraft because the IFC design is reversible allowing a “lease return” configuration eliminating high capital expenditures.
- No requirement for costly and long lead time cargo conversion mods such as large cargo doors, strengthened floors, smoke detention and fire suppression.
- No long term and costly heavy maintenance visits, return the aircraft and lease another transferring the IFC Kit from one aircraft to the other.
- The IFC design allows for economical and fast PAX-to-Cargo and lease return Cargo-to-PAX conversions.
 - Remove and retain PAX seating, carpets, IFE and certain monuments from PAX cabin.
 - Remove and retain bag bins and air ducting. (If using the Ceiling Cargo Modules)
 - Install IFC Ceiling Cargo Module structure in place of removed bag bins. (If using the Ceiling Cargo Modules)
 - Install IFC Floor Cargo Module structure in place of removed seats.
 - Install IFC Cargo Monitoring and Fire Suppression system

B767-300 Passenger Configuration

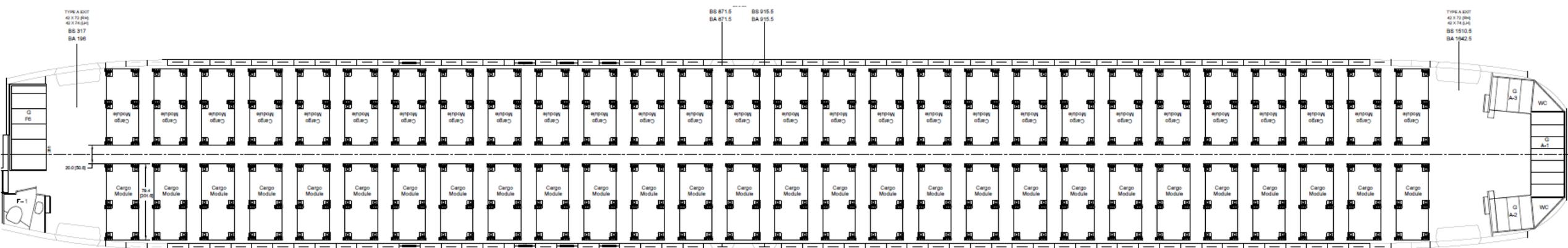
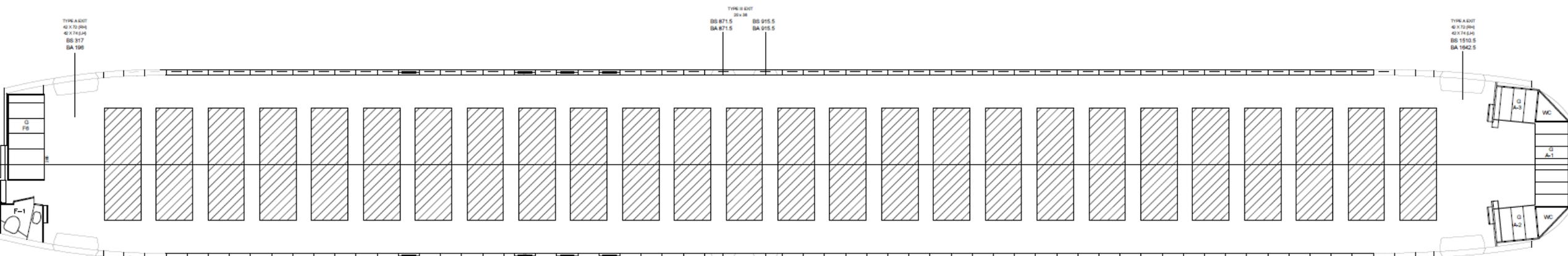


Typical, 767-300ER, 282 PAX Configuration

B767-300 Full Freighter Configuration



26a. Ceiling Cargo Module Configuration

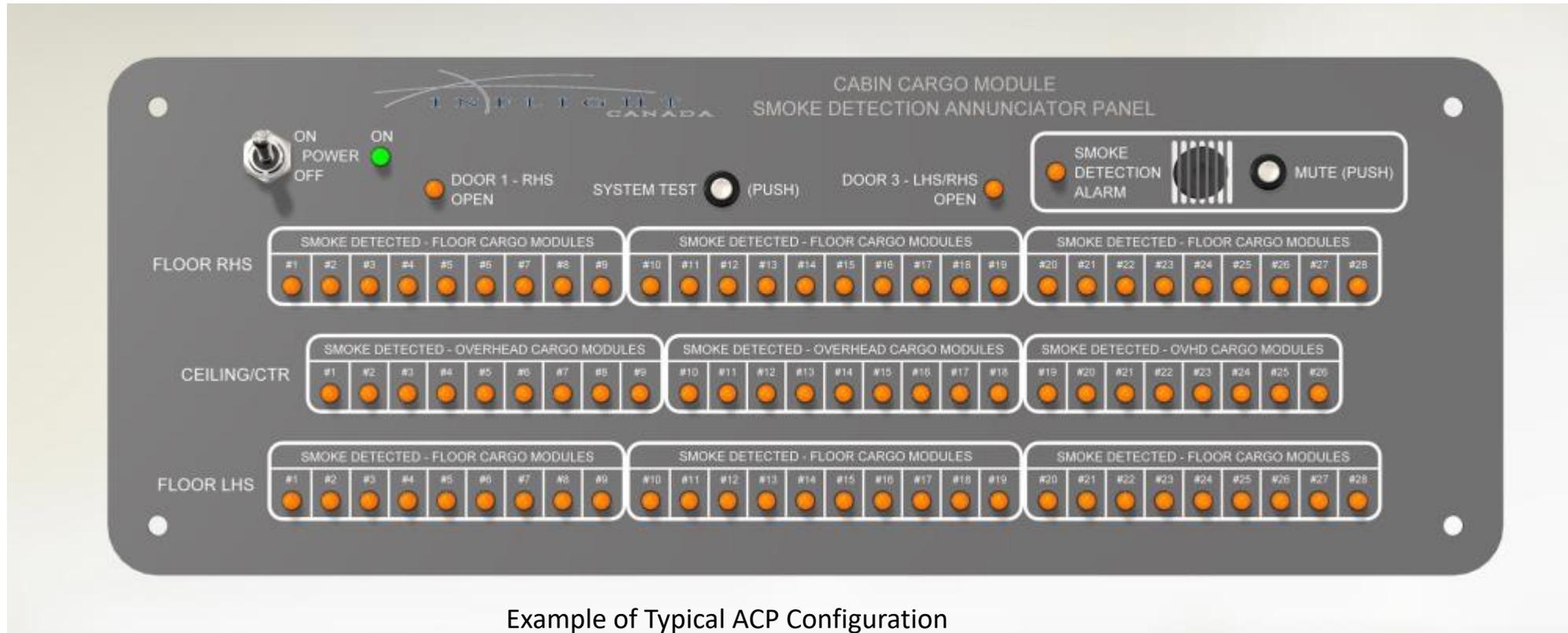


56a. Standard Cargo Module Configuration

Cargo Module Safety Features



- Cabin Cargo Modules, Smoke Detector Annunciator Control Panel (ACP)
 - Located at the designated Fire Marshal Station.
 - Provides Visual & Aural Warning of Smoke Indication.
 - Allows System Power On/Off & Test

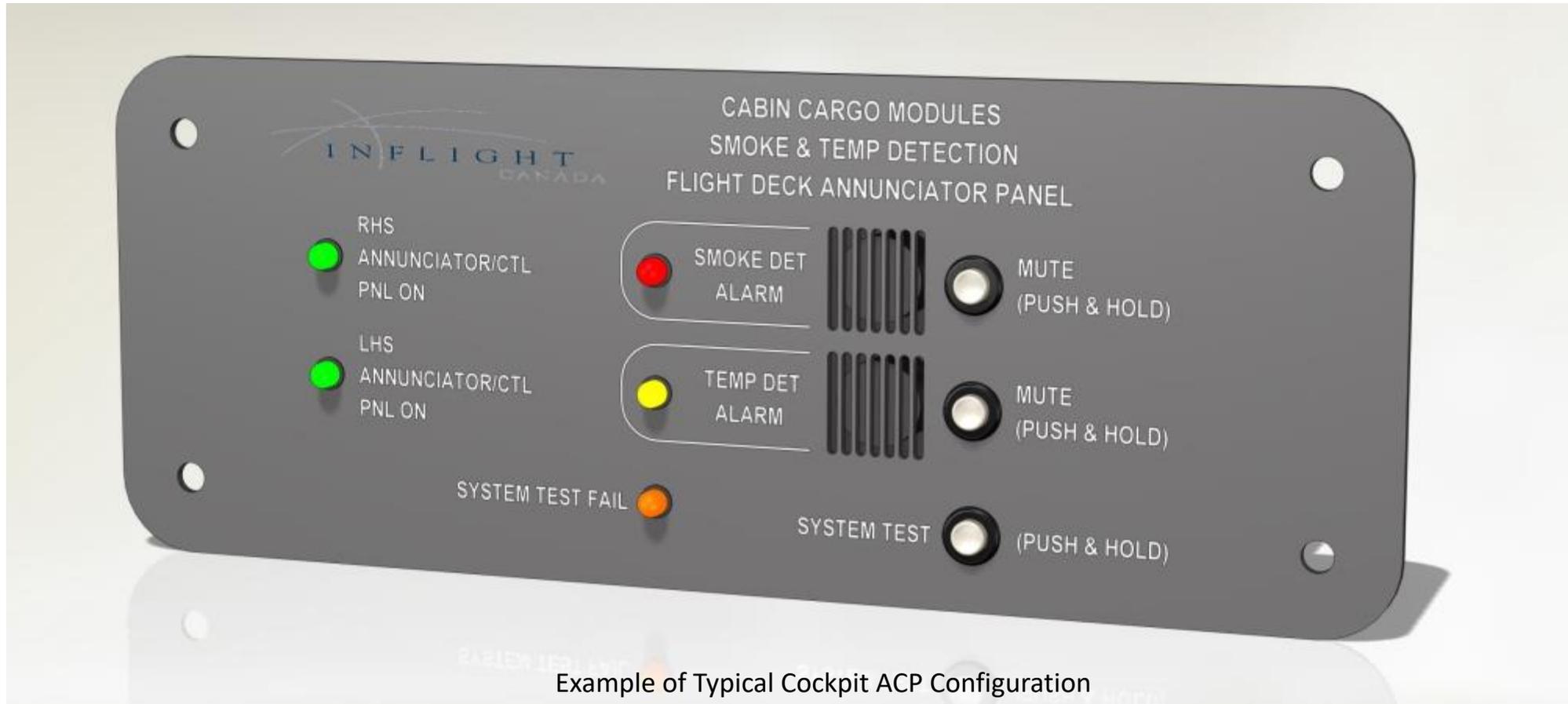


Example of Typical ACP Configuration

Cargo Module Flight Deck Safety Features



- Flight Deck Annunciator Panel.
 - Individual Power ON indicator per ACP.
 - System Test Switch/Failure Indicator
 - Cargo Module Smoke/Temperature Detection Alarm with ability to Mute.
 - Cockpit location based on specific aircraft space availability.



Example of Typical Cockpit ACP Configuration

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Ceiling Cargo Module Portable Lifting Device

- Loading of the Ceiling Cargo Modules is accomplished using customized material lifts that are stored in galley areas on board while not in use.



Similar Commercially available Material Lift

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Floor Cabin Cargo Module Configuration



Floor Cargo Configuration

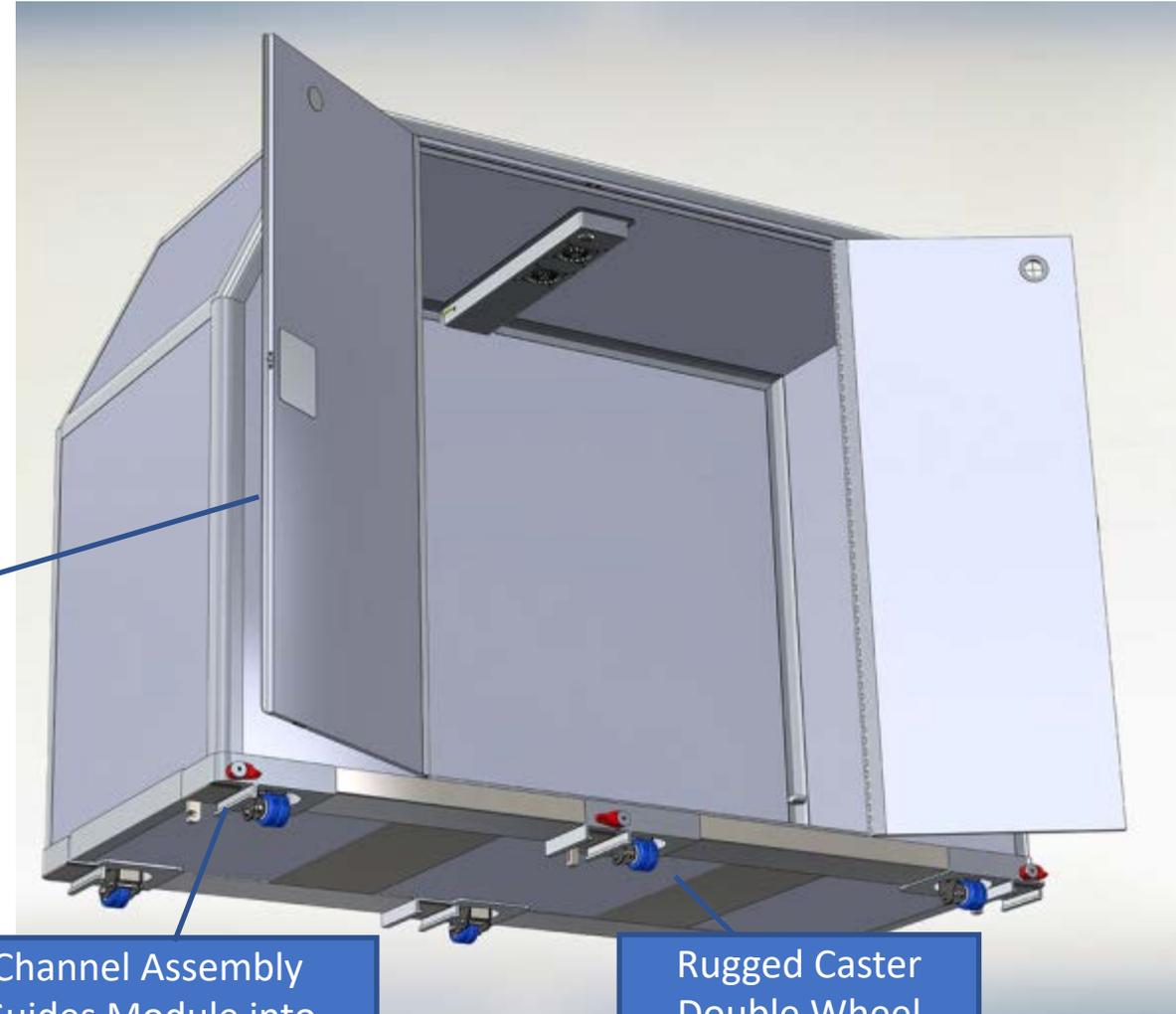
Floor Cargo Module Structural Features

- Cargo Modules sized to optimize available space.
- Corners Contoured/Reinforced to survive typical cargo abuse environment.
- Multi-Point Door Latch.
- Provisions for Customs Seal & Padlock.
- Doors Swing 180 Degrees to facilitate loading.
- Locking wheels for stability during loading.
- In lieu of Structural Shelf a Structural Bar will be installed after cargo loading across door opening.

180 degree door swing, both doors

Channel Assembly Guides Module into Floor Roller Assy

Rugged Caster Double Wheel Assemblies



Designs In Process



- A330-200 COMBI
- A330-200 Full Freighter
- A330-300 COMBI
- A330-300 Full Freighter
- A340-600 COMBI
- A340-600 Full Freighter
- A310-300 Full Freighter

- B777-200 COMBI
- B777-200 Full Freighter
- B777-300 COMBI
- B777-300 Full Freighter

- B767-300 Full Freighter **(This Presentation)**

- B767-400 COMBI

- B787-8/-9/-10 COMBI

- B737-800 COMBI
- B737-800 Full Freighter

- A319/A320/A321 COMBI
- A319/A320/A321 Full Freighter

- B757-200 Full Freighter
- B757-300 COMBI

**** Refrigerated Cargo Modules ****

For the anticipated COVID-19 world wide vaccine distribution IFC is presently designing Refrigerated Cargo Modules that shall maintain between 2C –to-8C and can be powered by any typical warehouse local power, any aircraft power or any typical vehicle power.

These features preclude and eliminate any special requirements such as costly and large ramp equipment to off-load cargo, (local galley truck and fork-lift is sufficient), refrigerated warehouses and ground distribution vehicles making it possible to operate into any aircraft around the world and reach the most remote medical clinic.

For Detailed Information Contact;



Christopher Colgrove ccolgrove@inflightcanada.com

Director, Commercial Programs

+1 801 885 6696

George R. Smallhorn GeorgeRSmallhorn@Inflightcanada.com



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