

**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!**





A330-300 COMBI = Matching Capacity with Demand

Patent Pending



- Most, if not all, **COVID-19** Emergency Passenger to Cargo conversions are based upon temporary “exemptions”

This presentation is about a cargo design based upon a **FULL STC** modification and **does not** rely on any temporary exemptions. It can be used for as long as the Customer Airlines wants

COMBI Business Discussion Paper

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 A330-300 COMBI that allows the carriage of both PAX and Cargo in the main cabin simultaneously while meeting existing cargo and cabin service logistics, 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.

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

COMBI Business Discussion Paper Cont...

The IFC COMBI 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 the right balance between the two that can be easily and quickly adjust up or down to maximize the revenue of both.

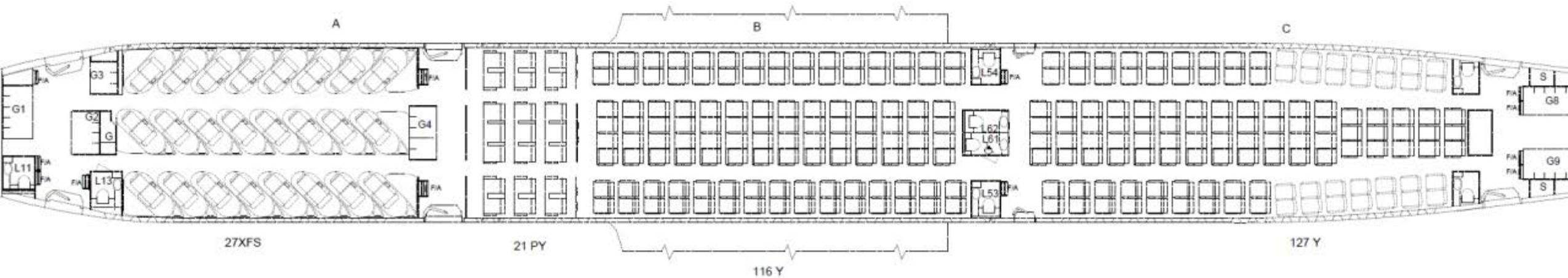
The hand-loaded solutions available up until now robs the airline of its core competency: Carrying Passengers. But there aren't enough Passengers flying to make routes profitable. With the IFC COMBI design the passenger airline gets the best of both worlds. Maximum Cargo & PAX.

With PAX Load Factors substantially down and cargo rates up, the IFC COMBI design offers passenger airlines a method to monetize all that unused capacity in the cabin. After months of research and design combined with planned stringent airworthiness testing, IFC has the best solution that can realize substantial cargo revenue with minimal capital investment.

Like all new initiatives the key is making the business case while also meeting all the airworthiness requirements. Commercial airlines are now seeing that the severe drop of RPKs/RPMs as a result of COVID-19 is not a short-lived blip in their business, but a long-term reality. A viable business plan that involves the right approach to cargo can be the key to success in this new reality.

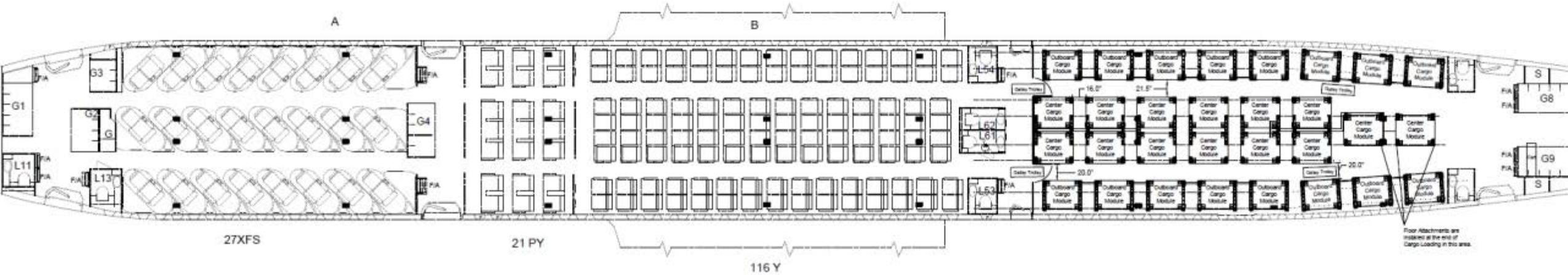
Low initial cost + available space + cargo demand + high cargo rates + IFC's design flexibility to reach the "sweet spot" of PAX/cargo mix = profitability for the airline.

Typical Existing A330-300 Passenger Configuration



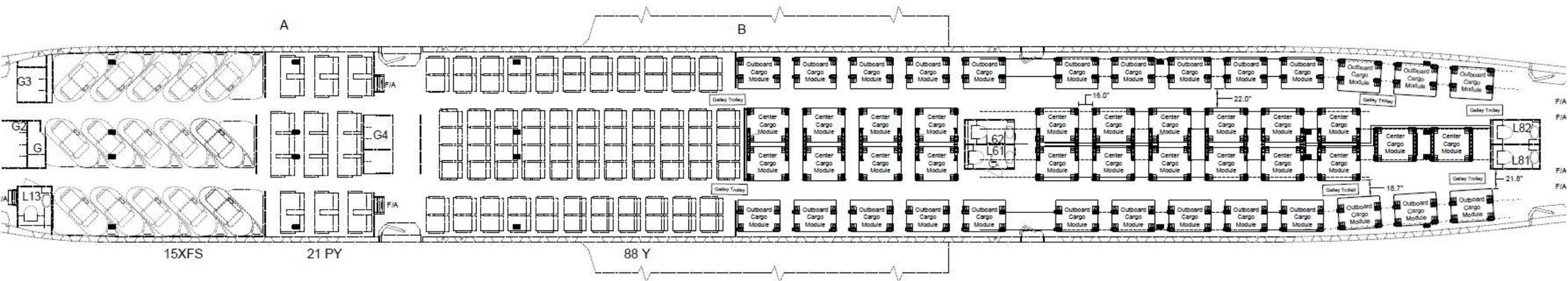
Typical, A330-300, 3 Class Cabin, 291 PAX Configuration

Cabin Cargo Module Configuration, 164PAX (48hrs Mod)



A330-300, 3 Class, 164 PAX Configuration

Cabin Cargo Module Configuration, 124 PAX (Requires IFE & CIDS s/w and takes longer than 48hrs due to removal of 2ea Outboard Mid-Cabin Lavatories)

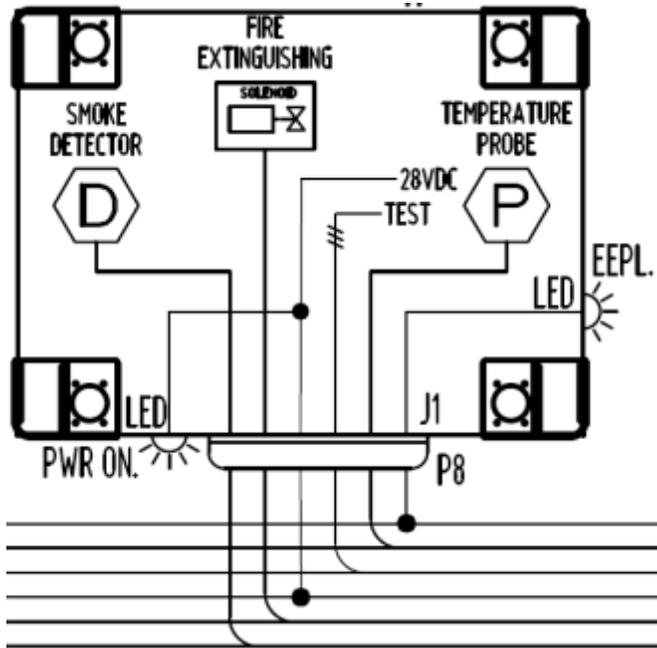


A330-300, 3 Class, 124 PAX Configuration

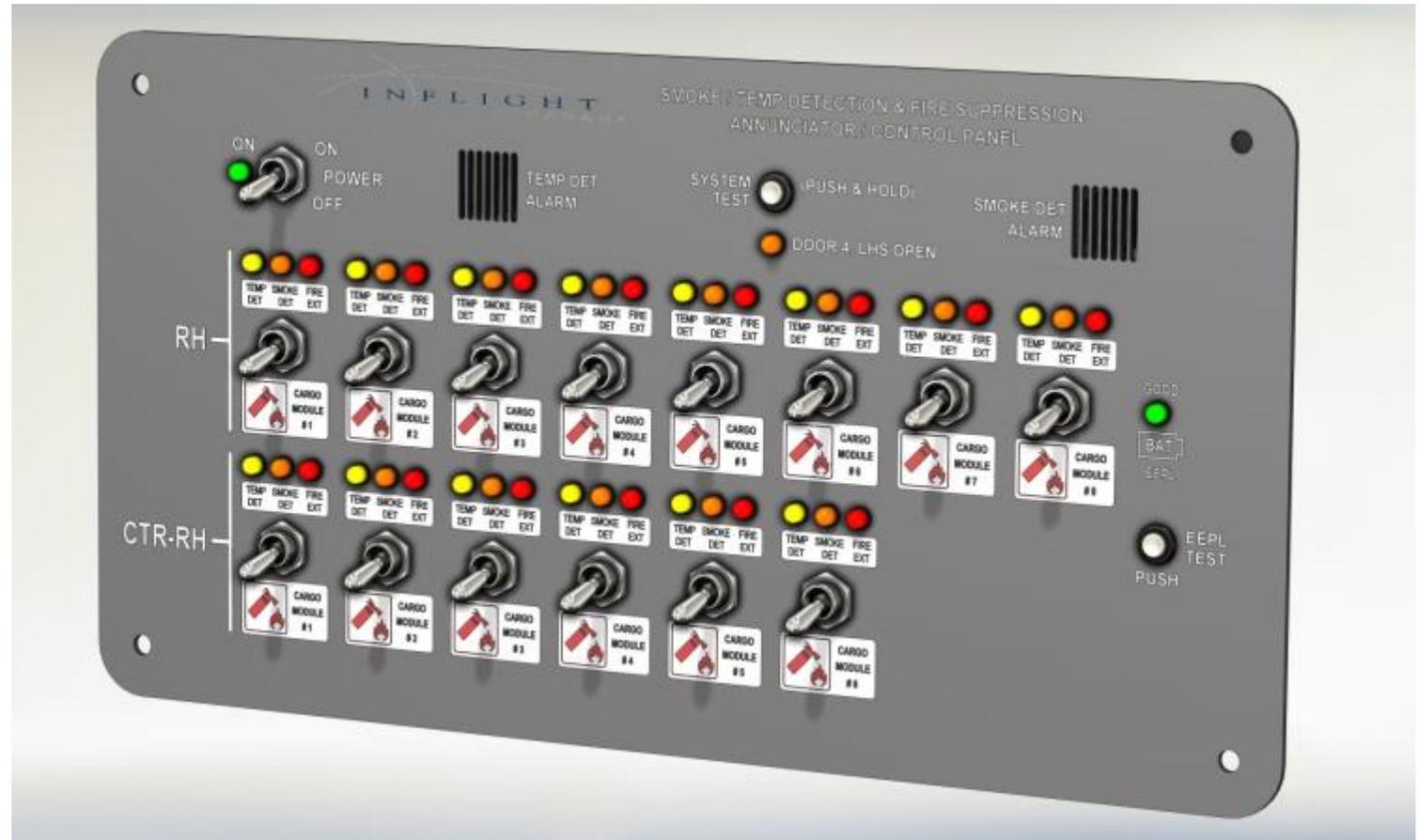
Cargo Module Safety Features



- Annunciator/Control Panels at Fire Marshal stations.
 - Provides Light and Alarm for detection of Heat and Smoke in each individual Cargo Module.
 - Allows the remote activation of the Fire Suppression System to extinguish an identified fire in a specific Cargo Module.
 - Controls EEPL System.



Example of Typical Cargo Module Electrical Systems



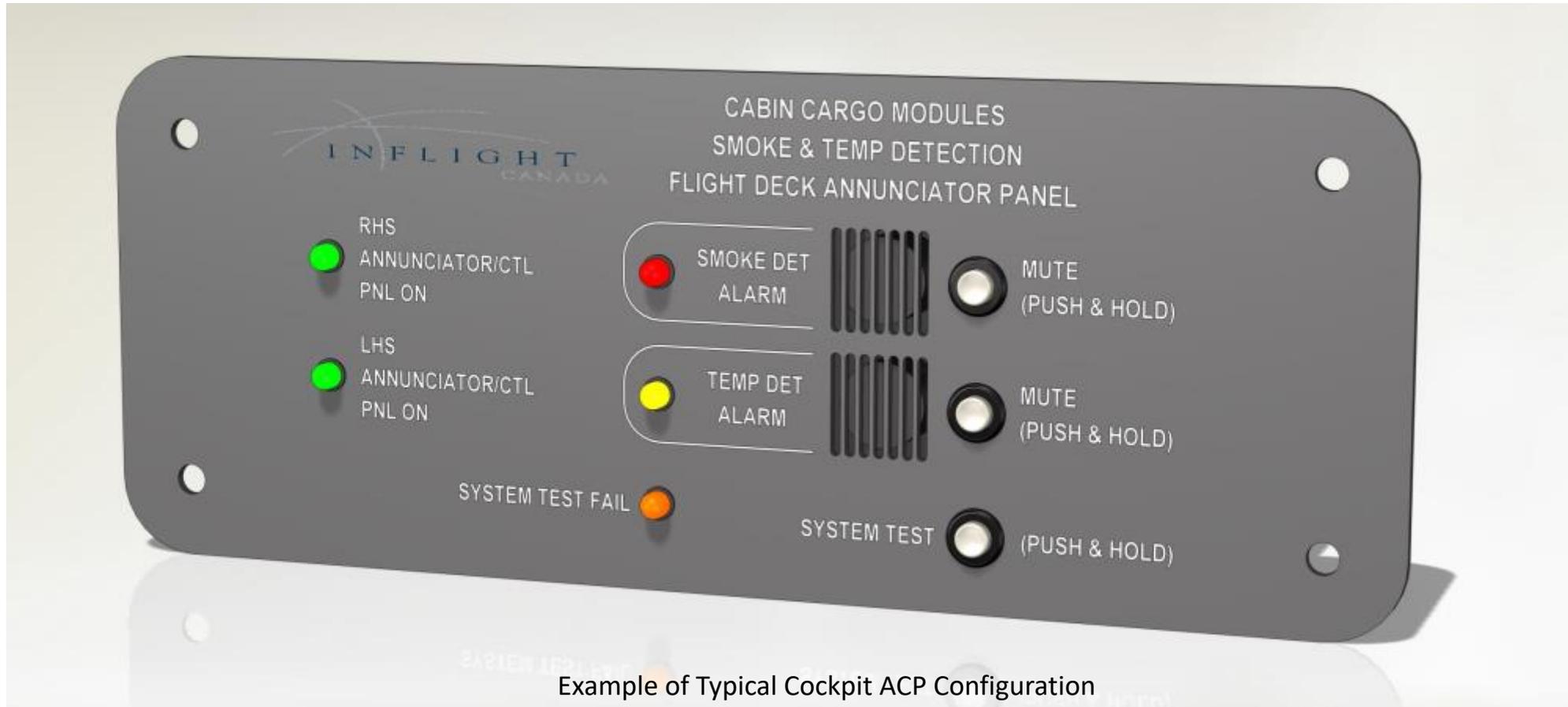
Example of Typical ACP Configuration

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Cargo Module 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.



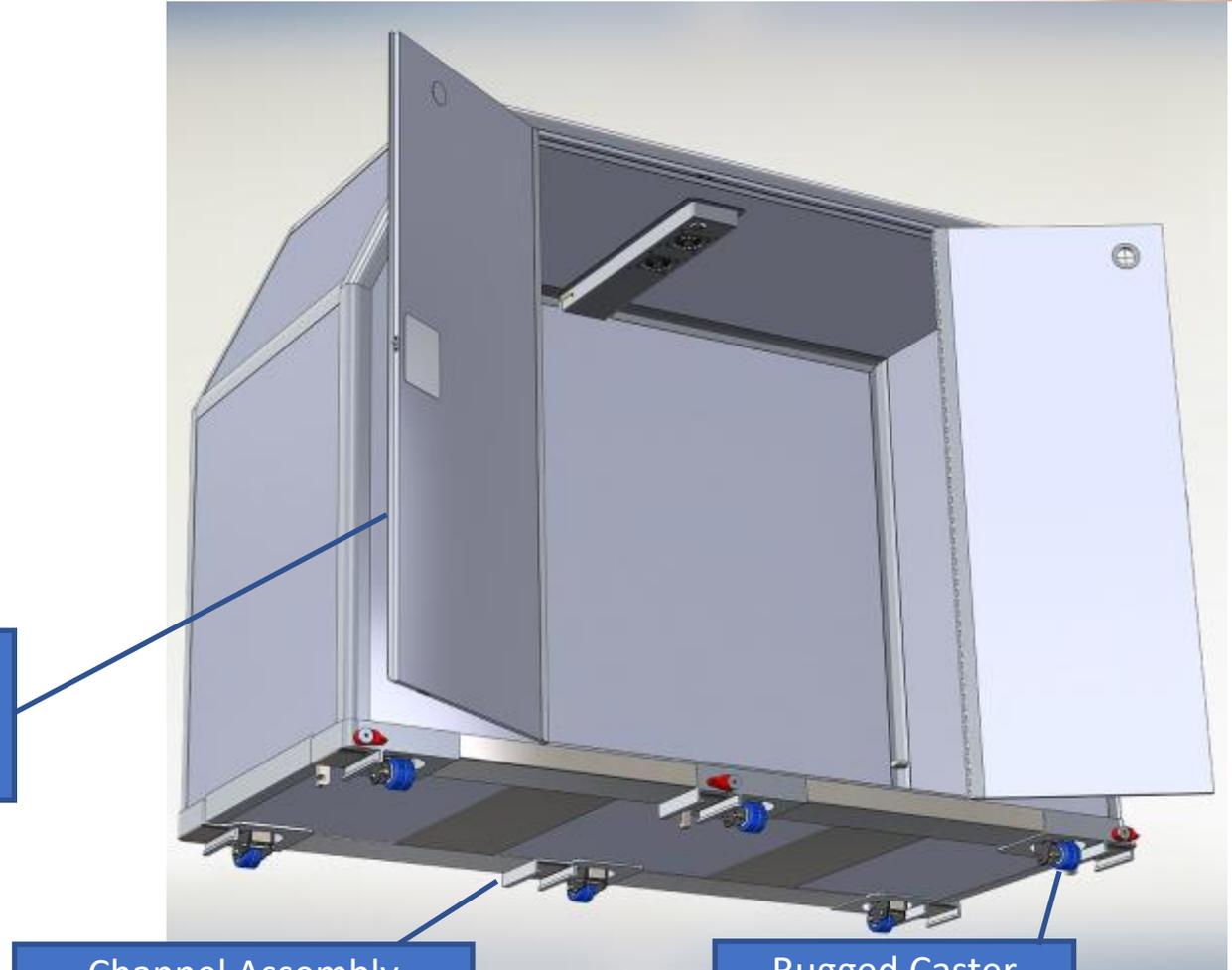
Example of Typical Cockpit ACP Configuration

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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.

180 degree door swing, both doors



Channel Assembly Guides Module into Floor Roller Assy

Rugged Caster Double Wheel Assemblies

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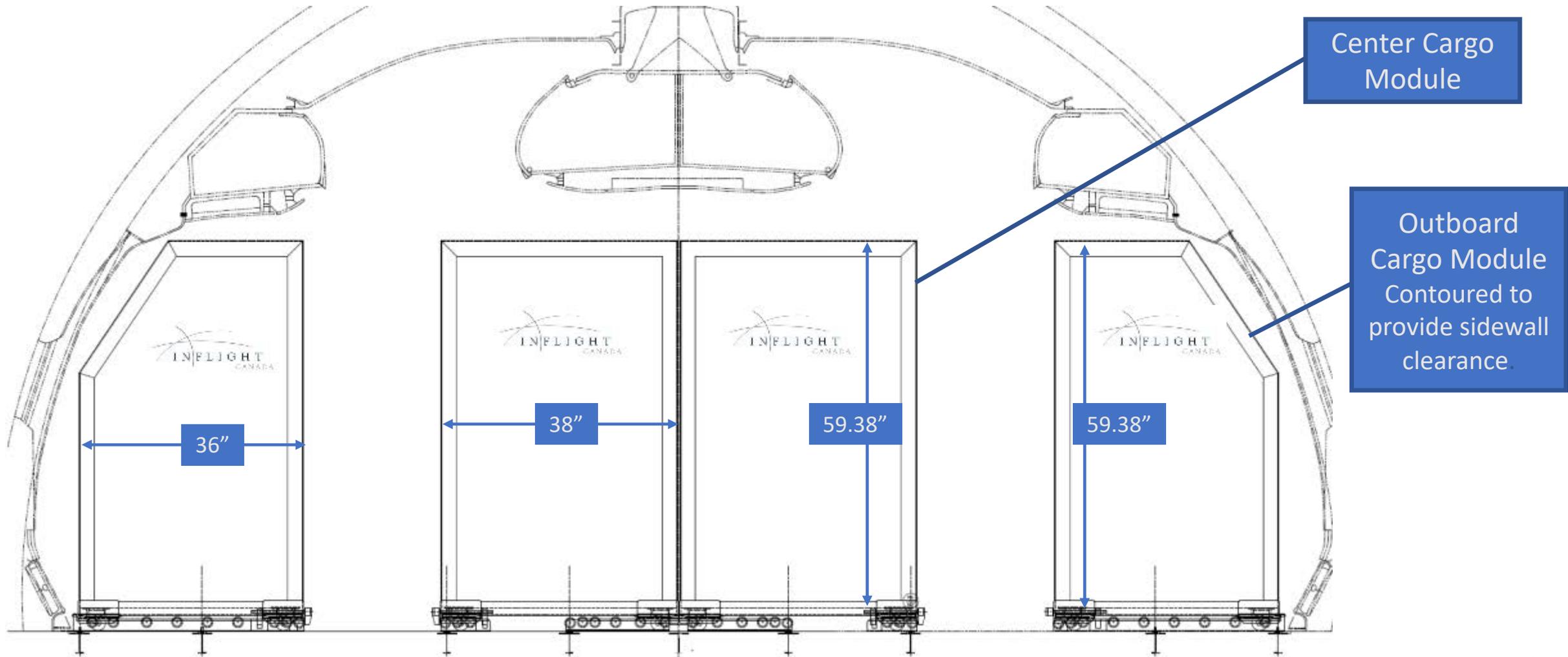
Floor Cabin Cargo Module Configuration



Floor Cargo Configuration

Cargo Module Loading

- View looking aft with all Cargo Modules in place.



Designs In Process



- A330-200 COMBI
- A330-200 Full Freighter
- A330-300 COMBI (**This Presentation**)
- 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
- 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;



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