

THE ECONOMICS OF A PRINCE GEORGE OPERATION



The Prince George International Airport has established a creative rate structure that affords users the opportunity to achieve substantial savings on flights operating into YXS. Indicated below are estimated base costs for a typical 747 operation. The numbers will change based on aircraft gauge and model. The operation is assumed to be a typical fueling stop on the Great Circle Route transiting the Pacific. Calculations are based on numbers provided by Boeing and an estimated purchase of 100,000 liters (25,000 gallons) of fuel.

Comparative B747-400 Tech Stop Estimated Costs

	Anchorage	Prince George
Landing Fee	\$1.52 / 1,000 lbs.	No Charge
Fuel Flowage Fee	\$.0059 per liter	\$.0175 per liter
Parking Fee	\$174.82	No Charge
	ANC	YXS
Total Charges	\$2271.36	\$ 1750.00

ESTIMATED SAVINGS \$ 571.36 PER TURN

PARTNERSHIPS FOR SERVICE



World-class service is the cornerstone of the Prince George operation. To meet your on-airport operating needs, the Airport has entered into partnership agreements with:

The promise of the Prince George Team is to turn and fuel your aircraft faster and at a lower cost than any other alternative today. Our partners know the business and understand the need for fast, efficient service. Years of tech stop experience with major carriers throughout the industry position the team to understand issues and address them immediately.

Allied to address your handling requirements and
Shell to provide fueling services
Customs to provide service 24/7

- The Airport has also made provision for the availability of emergency maintenance service on a round-the-clock basis.
- The new aeronautical infrastructure includes an 11,400 foot runway and new apron fully stressed to handle wide-body aircraft.

TRANSIT TIME AND FUEL BURN



The Prince George International Airport has developed new aeronautical infrastructure and a creative new pricing structure to afford carriers flying transpacific routes an alternative that will provide them with substantial savings on their operating costs with virtually no change in fuel burn or time.

Typical Techstop Routing Times

We understand that for carrier operations, particularly those involving cargo, time is money, and that the cost of fuel is an increasing drain on profitability. The following table compares typical transit times for points in Asia to destinations in North America and the associated difference in fuel burn. The amounts may vary slightly depending upon the month of the year.

Hong Kong
Shenzhen
Guangzhou

	TO	ANC		YXS	
		Time	1000 of lbs.	Time	1,000 of lbs.
Chicago		13:59	438.17	14:00	435.08
New York		15:00	467.38	15:04	463.73
Calgary		14:21	453.97	14:24	451.13
Houston		14:48	463.2	14:39	454.18
Atlanta		14:55	469.46	14:55	464.37
Dallas		14:24	450.17	14:15	441.7
Memphis		14:43	463.7	14:38	456.48

Source: Jeppesen, Landrum & Brown analysis recorded average time and gallons

It is important to note that the figures above do not include time on the ground. In Prince George there are no delays and abbreviated taxi-times that could be up to 50% less than other tech-stop alternatives.

TAXI TIMES AND TURN AROUND TIME



A loaded 747-400 on a transpacific flight from the U.S. to China needs a fuel stop. Turn around time on a fuel stop is critical to compete in today's global cargo market where time delays can put you behind the competition and where soaring fuel prices impact the bottom line like never before.



**We understand the market
Our goal is to keep you
On top of your game**

TRANSPACIFIC LOGISTICS PARK



In the fall of 2008, it is anticipated that development will begin the first phase of a planned 3,000 acre logistics park. Phase I will have direct aeronautical access and will consist of approximately sixty acres dedicated to air cargo. Leasing has begun with the first building currently planned for occupancy by Purolator. Prince George has been selected as a sortation site for the CN rail facility that connects the Port at Prince Rupert with points as far east as Chicago and as far south as Memphis. This critical location of the Airport and its ability to interface with all modes of cargo transport provide opportunities for a wide range of manufacturing activities to deliver products to market quickly and cost effectively throughout North America and to the Far East.

