

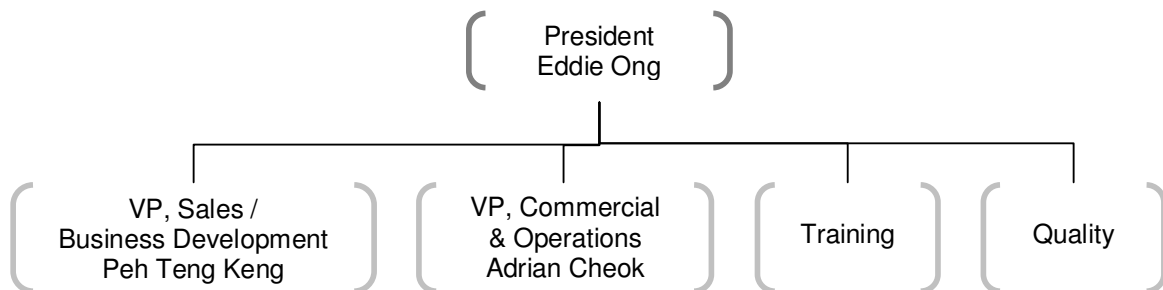
ST Aviation Training Academy Pte Ltd (STATA) FACT SHEET

STATA was incorporated in 2007 with the aim to provide commercial pilot training to the airlines in Asia. Through a holistic approach of ab initio flying and training in a synthetic centric environment, STATA draws upon ST Aerospace's aircraft engineering and military pilot training expertise, while leveraging on ATAS' airline management and commercial pilot training experience.

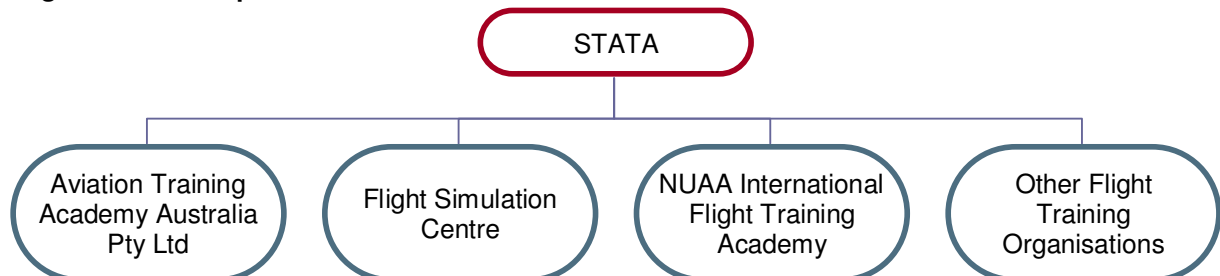
Overview

- Company registration number: 200709745W
- Ownership: ST Aerospace (70%), ATAS (30%)
- Capital investment: US\$5.2 million
- Expected operations commencement: October 2007
- Initial principal activity solely on commercial pilot training
- Operated and managed by ST Aerospace as a part of ST Aerospace's global network
- Base operations: ST Aviation Training Academy Pte Ltd (STATA)
B&W @ Seletar Airport
Blk 312 Old Birdcage Walk #01-10
Singapore 798485

Office Holders



Organisation Setup



Infrastructure Setup To-date

- Headquarter office
- Training centres
 - Aviation Training Academy Australia Pty Ltd (ATAA)
an ab initio training facility to be constructed near Ballarat Airport, Australia, by late 2008
 - Flight Simulation Centre
a synthetic centric environment near Seletar Airport, Singapore, ready by early 2009
 - Nanjing University of Aeronautics and Astronautics (NUAA) International Flight Training Academy, based at Nanjing, China
an MOU to setup a school where STATA teams with NUAA's College of Civil Aviation to develop in China the infrastructure and training programmes to train selected university undergraduates as pilots. Student pilots would undergo a portion of the aviation ground training at NUAA before proceeding for the flight training phases at Australia.
Concurrently STATA would collaborate with NUAA to develop the MPL programme within the international flight crew licensing framework.
 - Other flight training organisations (to be formed)

Use of Aircraft & Equipment

- Aircraft
 - Cessna 172R, 172S — Single engine base trainers
 - Piper Arrow PA28R — Constant speed retractable undercarriage
 - Piper Seminole PA44 — Multi-engine, Instrument rating
 - King Air C-90 — High performance aircraft
- Flight simulators
 - To be leased; in discussions with Original Equipment Manufacturers

Licence Offering

- Private Pilot Licence
- Commercial Pilot Licence with Instrument Rating (CPL/IR)
- Air Transport Pilot Licence (ATPL)
- High Performance Aircraft Training
- Multi-crew Cooperation Course
- Multi-crew Cooperation Course with Jet or Turbine Adaptation
- Type rating
- Flight Instructor Courses
- Multi-crew Pilot Licence (MPL)

MPL Overview

An MPL is a new licence that was introduced in November 2006 in addition to the existing pilot licences defined by the United Nations agency overseeing civil air traffic, International Civil Aviation Organization's (ICAO). Although most regulatory agencies have not approved the use of the new MPL, it provides the aviation industry with an opportunity to train pilots directly for co-pilot duties, allowing a pilot to exercise the privileges of a co-pilot in a commercial air transportation on multi-crew aircraft. For more details, please visit www.icao.int/icao/en/trivia/peltrgFAQ.htm#31.

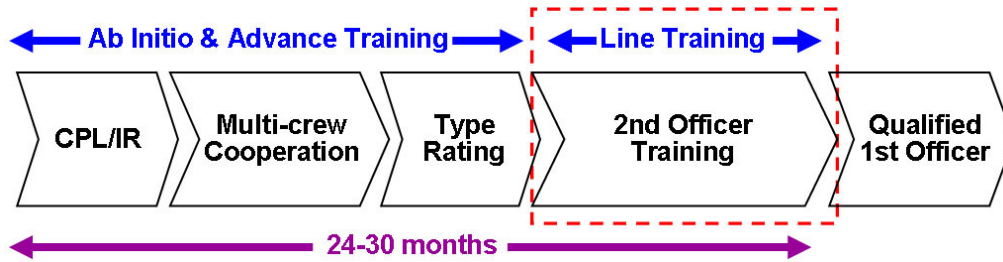
MPL Airworthiness Authorities' Recognition(s)

- Seeking approvals from Australia's CASA, China's CAAC and Singapore's CAAS in the immediate future

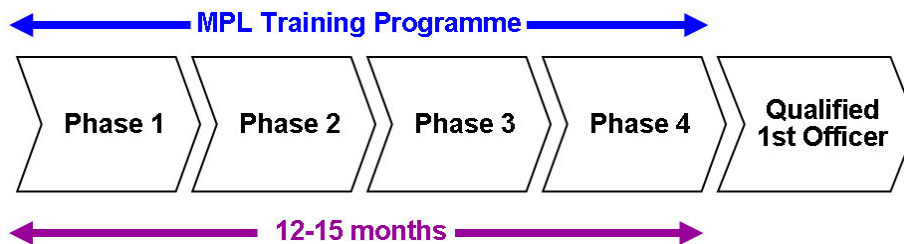
Key Advantage(s) of MPL

- The new MPL training programme offers airline customers a significant economic advantage over the conventional one. It would also allow pilots to learn threat and error management

right from the start and be trained faster in a multi-crew cooperation than in traditional training programmes.



- Under the conventional programme (illustrated above), it would cost about US\$120,000 to US\$300,000.
- Trainees must complete 50 to 60 flying hours to obtain a Private Pilot's Licence, then at least 150 hours for a Commercial Pilot's Licence (CPL), the basic commercial permit. The entire process would take at least two years.



- The new MPL training programme (illustrated above) offers a significant improvement in time and relies more on flight simulators to train students from the start to function as crew members on the specific types of aircraft they will operate.
- Trainees are placed immediately into a multi-crew environment and work closely with other pilots, rather than spending long schooling time on the ground and prolonged periods flying solo, as is required by the present schooling system.

Aircraft That Pilots Would be Licensed to Fly

- Airbus A320
- Boeing 737

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