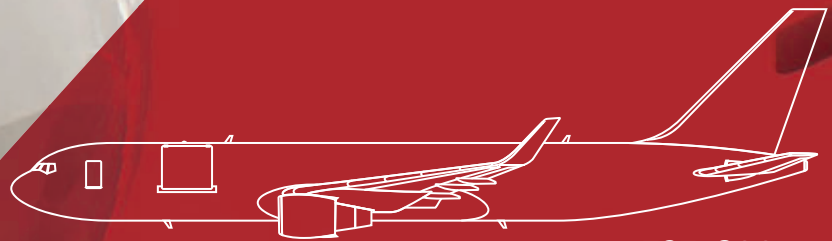


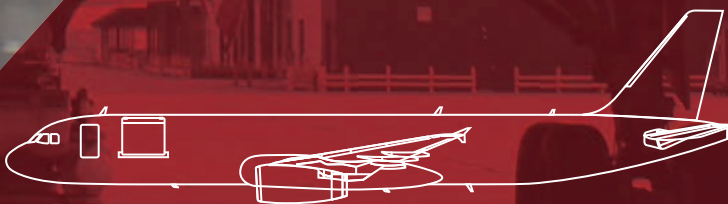
LEASE+PLUS



BOEING 767-300



AIRBUS A330-300



AIRBUS A321-200

WITH A FLEET OF OVER 130 AIRCRAFT WE ARE THE LEADER IN THE MEDIUM-WIDE BODY FREIGHTER MARKET

The Value of a Conversion

1. Floor beams replaced and reinforced.
2. New cargo lining and ceiling installed.
3. Install upper deck cargo door and loading system.
4. Rigid Barrier installed.
5. Maintenance completed including C-Check and Required Directives.
6. Modify the O2 systems, ECS, venting decompression, plus water, waste, and drain.

All leading to more than 20 additional years of aircraft life after conversion!

Air Transport Services Group leases more freighters than any other lessor around the globe. We understand the express and e-commerce markets making us experts in the utilization of aircraft in service of your customers. Our value to our customers is the depth at which we understand their market. The ATSG Lease+Plus model delivers value in all facets of the lease allowing you to choose a package that best fits the demands of your business.

Our experienced team customizes a lease agreement that meets your value proposition. You can choose services from our Leasing, Flying, or Support Services segment that builds value for your business. Our fleet of more than 130 aircraft supports both the medium wide body demands with the Boeing 767 and Airbus A330 or your narrowbody demands with the A321.

No other lessor is as focused on your cargo needs and can meet your capacity demands through newly converted aircraft. When you think leasing, think ATSG.

OUR SALES TEAM

Leverage our industry experts to build a long-term leasing solution that grows with your business.



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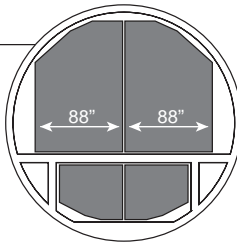
BOEING 767-300

WE ARE THE LARGEST
LESSOR OF BOEING
767 FREIGHTER
AIRCRAFT

LOAD CONFIGURATIONS

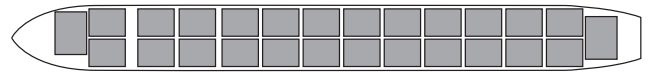
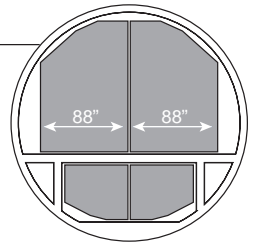
CONFIG A

- Twenty two (22) A2 125"x88" ULDs loaded side by side.
- Two (2) netted 88"x125" ULDs at either end, which are netted and restricted in height.



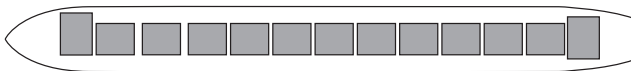
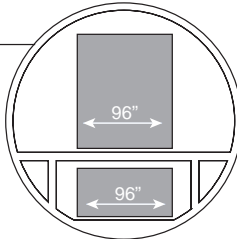
CONFIG B

- Twenty four (24) A2 108"x88" ULDs loaded side by side.
- Two (2) netted 88"x108" ULDs at either end, which are restricted in height.



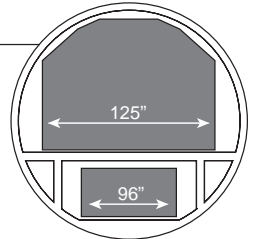
CONFIG C

- Eleven (11) 125"x96" ULD modified containers.
- Two (2) 88"x125" ULDs at either end, which are restricted in height.



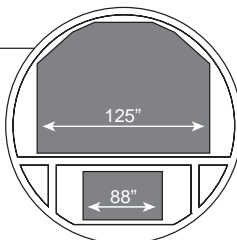
CONFIG D

- Seventeen (17) contoured 88"x125" ULDs.
- Two (2) ULDs at either end, which are restricted in height.



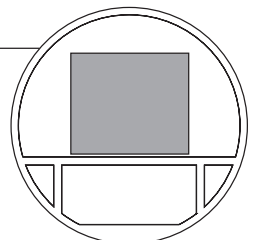
CONFIG E

- Fourteen (14) contoured 96"x125" ULDs.
- Two (2) ULDs at either end, which are restricted in height.



CONFIG G

- Five (5) 16' pallets with a maximum weight of 15,000lb each.
- One (1) 96"x125" ULD.
- Two (2) 88"x125" ULDs at either end, which are restricted in height.

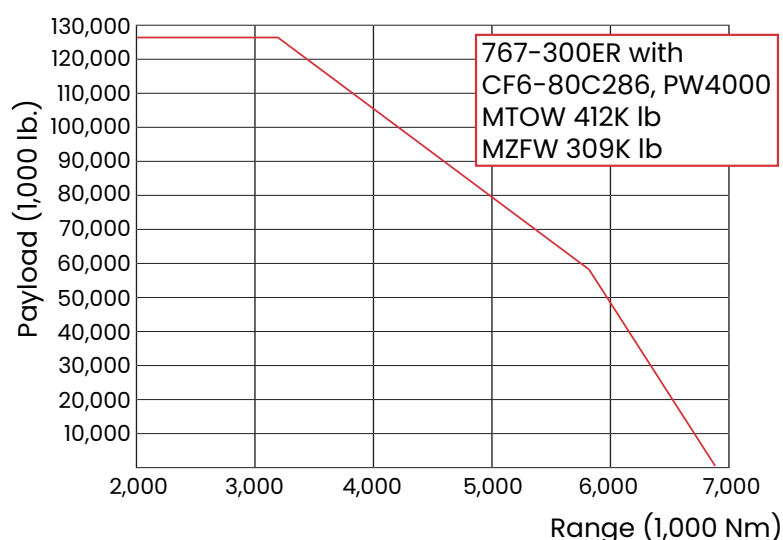




	767-300ER Without Winglets	767-300 With Winglets
Maximum Take-Off Weight (MTOW)	412,000 lb	412,000 lb
	186,880 kg	186,880 kg
Maximum Zero Fuel Weight (MZFW)	309,000 lb	309,000 lb
	140,160 kg	140,160 kg
Maximum Landing Weight (MLW)	326,000 lb	326,000 lb
	147,871 kg	147,871 kg
Operating Empty Weight (OEW)	*180,800 lb	*183,800 lb
	82,100 kg	83,370 kg
Max. Structural Payload	*128,200 lb	*125,200 lb
	58,151 kg	56,790 kg
Main Deck Cargo Volume	11,884 ft ³	11,884 ft ³
	337 m ³	337 m ³

**Pending basic aircraft configuration*

PAYLOAD RANGE



KEY FACTS

Wingspan

166 feet 11 inches

Tail Height

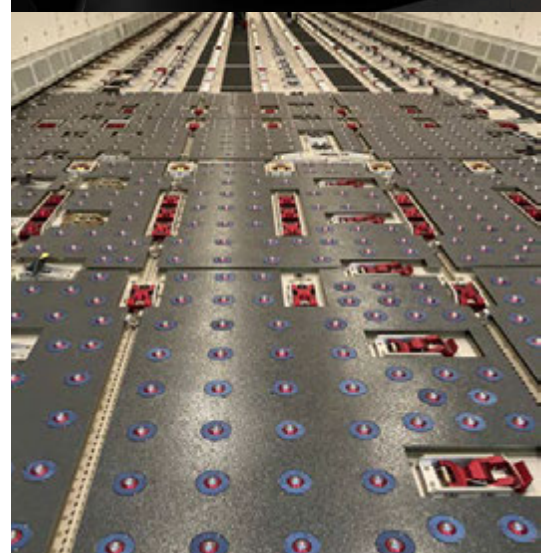
52 feet

Payload Capacity

119,500 pounds

Fuel Capacity

24,300 gallons



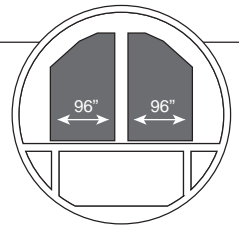
AIRBUS A330-300

A NEW GENERATION PROVEN EXPERIENCE



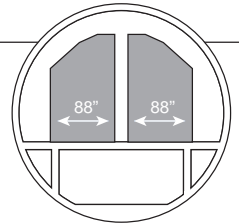
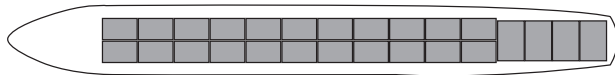
Configuration A

- Twenty Two (22) side by side 96"x125" Side By Side ULDs
- Four (4) 125"x88" Single Row ULDs



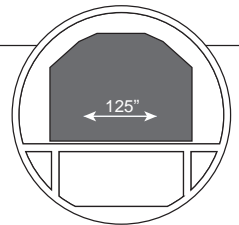
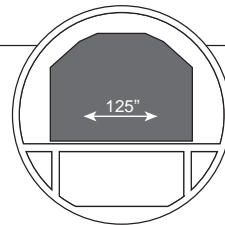
Configuration B

- Twenty Two (22) 88"x125" Side by Side ULDs
- Four (4) 125"x88" Single Row ULDs



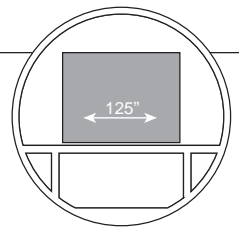
Configuration C

- Twenty (20) 125"x88" Single Row ULDs or
- Eighteen (18) 125"x96" ULDs



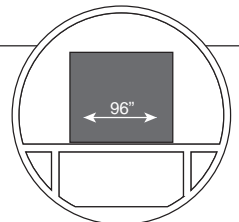
Configuration D

- Ten (10) 125"x96" AMA Containers
- Five (5) 125"x96" Single Row ULDs



Configuration E

- Five (5) 96"x196" Pallets or
- Three (3) 96"x239.5" Pallets



LOAD CONFIGURATIONS

A330-300	
Maximum Containerized Volume	18,581 ft ³
	526 m ³
Gross Payload	138,891 lb
	63,000 kg
Range Capability	up to 3,600 nm
Maximum Take-Off Weight (MTOW)	212-233 t
	192-211 mt
Maximum Zero Fuel Weight (MZFW)	167-175 t
	152-159 mt
Max. Structural Payload	167-175 t
	152-159 mt

PAYLOAD RANGE



Around Cairo (CAI)

KEY FACTS

Unprecedented Efficiency

Ideal Volume & Payload Characteristics

Airbus Fleet Integration

Next Generation Power Loading

Class E Cargo Compartment & Cargo Linings

9G Crash Net & Smoke Curtain



AIRBUS A321-300

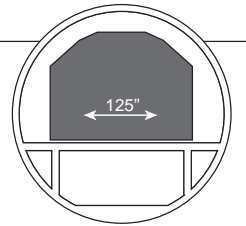
DESIGN OPTIMIZED
FOR PROFITABILITY
FOR MAXIMUM
REVENUE
LOADS



LOAD CONFIGURATIONS

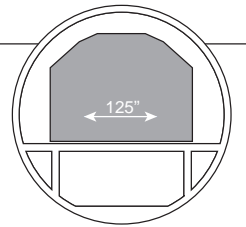
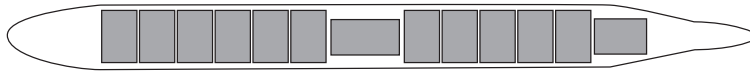
Configuration A

- Thirteen (13) 88"x125" ULDs
- One (1) 125"x88"x72" ULD or Two (2) 60.4"x61.5" AKH ULDs



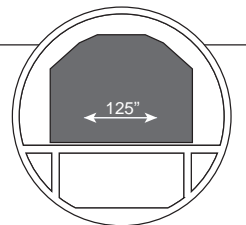
Configuration B

- Eleven (11) 88"x125" ULDs
- One (1) 96"x137" Engine ULD
- One (1) 125"x88"x72" ULD or Two (2) 60.4" x 61.5" AKH ULDs



Configuration C

- Eleven (11) 88"x125" ULDs
- One (1) 96"x196" Netted Pallet
- One (1) 125"x88"x72" ULD or Two (2) 60.4"x61.5" AKH ULDs

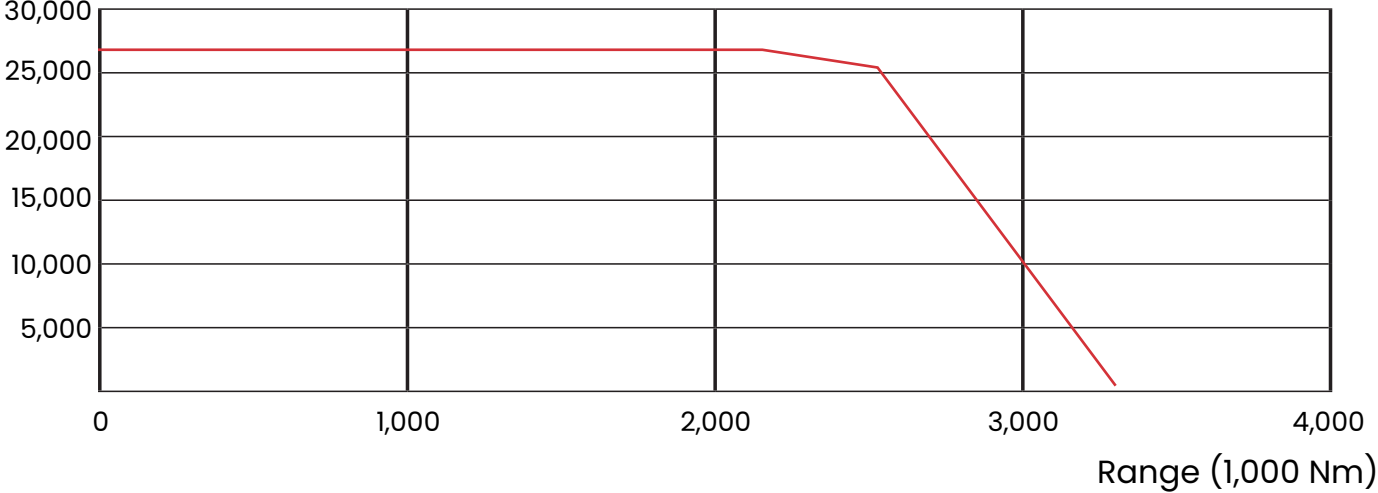


A321-200P2F	
Maximum Take-Off Weight (MTOW)	196,211 lb
	89,000 kg
Maximum Zero Fuel Weight (MZFW)	157,631 lb
	71,500 kg
Maximum Landing Weight (MLW)	166,449 lb
	75,500 kg
Operating Empty Weight (OEW)	98,106 lb
	44,500 kg
Fuel Capacity	41,800 lb
	18,960 kg



PAYLOAD RANGE

Structural Payload (1,000 kg)



KEY FACTS

Lowest Operating Empty Weight


Highest Standard Payload:
Approximately 27,080 kg
(59,680 lbs.)

Total Available Containerized Volume: 206 Cubic Meters
(7,280 cu. ft.)

TELAIR Main Deck Cargo Loading System

Highest Occupant Capacity

Larger Flight Deck With Crew Service & LAV



*No other company in the
world bundles aircraft
leasing, airline solutions,
engine power, maintenance,
and logistics solutions.*

LEASING

*Largest lessor of freighter aircraft
to operators supporting express
networks around the globe.*

FLYING

*Operating aircraft for customers
under CMI, ACMI, and charter
agreements in networks where
reliability and on-time service
drive revenues.*

SUPPORT SERVICES

*Provider of critical ancillary
services to our leasing customers.
Providing MRO services, logistics
services, and material handling
engineering services.*

