

FEDLINK  
FY2003  
PRICING  
FOR:

BACK Associates, Inc.  
BK

John Weber  
195 Church Street, 8th Floor  
New Haven, CT 06510  
(203)752-2000  
(203)752-1650 fax  
[jweber@backaviation.com](mailto:jweber@backaviation.com)

Please use these FY2003 pricing pages to verify the charges on your invoices. If you have questions about any charges the vendor has invoiced to you, please contact the FEDLINK Fiscal Hotline at (202) 707-4900 immediately. Send any faxes to (202) 707-4999 or email to [fliccffe@loc.gov](mailto:fliccffe@loc.gov).

**JAN 2002 PRICING SCHEDULE FOR: FEDLINK Customers will be discounted 7%.**

**Airline Schedules and Capacity CD or Internet Access  
Pricing – 12 Updates per year on CD-ROM**

<b>Description</b>	<b>Amount</b>
<b>Airline Schedules and Capacity CD Single User, Single Site License (annual fee)</b> Each CD has a standard 25 month data set: 12 Months Future Schedules; 13 months history. New CD delivered each month.	\$12,000
<b>Each Additional Year of History (annual fee)</b>	\$2000
<b>Network license (per user) – Single Site</b>	
<b>First Workstation</b>	\$12,000
<b>Subsequent Workstations (per additional user)</b>	\$10,000
<b>Each Additional Year of History (\$2000 per year)</b> (e.g., 2 users on Network = \$22,000+ 1 add'l year history \$2,000 = \$24,000)	\$2,000
<b>Network license, Full Unlimited Access –</b> Single Site; 1 Department; unlimited users (Includes 6 Years of Schedules data: 12 months future/5 years historical)	\$50,000
<b>Schedules-iNet</b> (Internet Access – database is updated 24x, on 1 <sup>st</sup> and 16 <sup>th</sup> of each month) Each single user: Add \$1000 to annual fee Network license: Add \$6000 to annual fee	\$1000

**and *BACK*'s Aviation Mapping**

<b>Aviation Mapping</b> (both Schedules and Mapping modules necessary to draw route maps)	
BACK Aviation Mapping (annual software license charge)	\$ 800
MapInfo 7.5 (one time purchase price if not already in-house)	\$1,495

Contact **BACK**:

Telephone: Americas - +1 203 752 2000

Europe - +44 1509 646 184

Email: [info@BACKaviation.com](mailto:info@BACKaviation.com)

# Airline Schedule Data Specifications

## Technical Issues

### 1. DATA ELEMENTS

BACK's Airline Schedules CD contains every scheduled passenger and cargo carrier in the world, showing specific schedule data elements as filed by carriers with OAG. The database is refreshed and updated on a monthly basis with the latest changes filed by the carriers. We additionally provide a series of value-added fields to assist managers and analysts in organizing and extracting information from the database. Listed below are all the data element fields available in our current product:

### Airline Schedule/Capacity Display and Constraint Fields

1. Number of Stops	intermediate stops made between specified origin and destination
1. Flight Record Type	refers to the existence of unique and duplicate flight records and allows you to eliminate double counting of code share flights
1. Type of Flight	passenger or cargo identifier (Combi identified in Equipment Type)
1. Restriction Codes	IATA carriage restrictions for published/unpublished schedule filings
1. Origin	three letter code (and translation) for airport; internal directories allow for search by airport code, city name or airport name; option allows display of airport latitude/longitude in output.
1. Origin – WAC	World Area Code for country or state of origin (allows you to summarize flight activity to/from/within regions)
1. Destination	three letter code (and translation) for destination; same as Origin
1. Destination – WAC	same as Origin – WAC
1. Origin-Destn Pairs	allows you to constrain by specific city pairs
1. Published Carrier	IATA carrier code (and translation) for airline of record in OAG (represents code-share airline if not same as operator)
1. Operator/Partner	carrier code for actual operator/partner flying the trip (directories for Published Carriers and Operators allow for search by airline name or IATA code)
1. Equipment type	aircraft codes (and translation)
1. Seats Configuration	number of seats on a particular aircraft type by carrier (optional override function allows for "what if" scenarios)
1. Great Circle Distance	miles, kilometers, or nautical miles
1. Number of Operations	number of arrivals/departures within specified date parameters
1. Scheduled Seats	calculation of aircraft seat configuration by number of operations
1. Available Seat Miles	calculation of scheduled seats (ASMs) by Great Circle Distance units
1. Flight Number	Carrier's published number for air or surface (train/bus) segments.
1. Departure Time	In local time of departure airport
1. Arrival Time	In local time of arrival airport
1. Elapsed Trip Time	time in minutes between departure-arrival time published (time zone and daylight savings changes automatically calculated)
1. Days of Operation	refers to days of week on which a flight operates
1. Local Itinerary	route of the aircraft between the origin and destination specified
1. Full Itinerary	route of the aircraft beyond the origin or destination specified
1. Effective Date	first date schedule becomes effective
1. Discontinue Date	last date schedule is effective
1. Fare/Service Classes	fare codes published by carriers; includes indicators to sort pure

cargo flight service from passenger flights.

- |                            |  |
|----------------------------|--|
| 1. True Direct Flights     | flag to differentiate "true direct" flights (same plane, same operator for all segments of a trip) from "non-direct" flights (change of equipment or operator enroute) |
| 1. Display Status          | indicates whether flight is published or unpublished in OAG guides   |
| 1. Commercial Agreements   | type of marketing or commercial agreement between carriers   |
| 1. QSI Index               | quality of service measurement based on DOT calculation  |
| 1. Advance Days            | arrival day: number of days after departure that a flight arrives  |
| 1. Departures/Arrivals     | tool provides ability to constrain data to only departures or arrivals   |
| 1. Payload Configuration   | typical payload carrying capacity by aircraft type in pounds or kilos (optional override function allows for "what if" scenarios)                                      |
| 1. Payload                 | calculation of payload configuration (000) by number of operations   |
| 1. Available Payload Miles | calculation of payload by distance units traveled (mi, km, nm)   |

## 1. FILE FORMAT

The airline schedule data is delivered in a format that allows you to extract the data to an output file. The output file can be the text or spreadsheet grid format of your choice, including Microsoft Excel, Tab delimited, Microsoft Access, text format, comma delimited, MapInfo route mapping format, etc. For all output file formats, you can identify and display the data as a Timeseries (historical trends) or no-Timeseries (consolidation of operations).

## 1. FILE DELIVERY

BACK has the capability to provide you with 'Current' and 'Historical' Schedules. 'Current' files include the current subscription month's finalized schedules, plus the next 11 months future schedules as filed by the carriers. For 'Historical' files, BACK offers the only complete set of history dating back to 1979, allowing thorough time series analysis for trending and forecasting. This provides an unparalleled opportunity to analyze route developments since the very early stages of US airline deregulation. BACK also offers the only viable, deliverable history through a PC front-end product.

Due to the large file size, file delivery is on CD-ROM. 1 year Current/ and up to 7 years historical data are easily accommodated on a single disk.

Monthly CD's with updated 'Current' Schedule files plus the selected historical timeframe will be delivered to you by courier on a regular monthly basis. Monthly delivery will be scheduled to occur as soon as possible after BACK's data processing and CD production routines are completed. This currently occurs during the 4<sup>th</sup> week of each month. Therefore you can expect delivery of the new 'Current Month' schedule file in the 1<sup>st</sup> week of the Current Month period (e.g., JUL00 file update to be delivered the first week of JUL00).

## **SOFTWARE SYSTEM**

### **Flexibility and Ease of Use:**

The front-end of BACK's Aviation Link Airline Schedules™ product is the most powerful and comprehensive application of OAG© schedule and capacity information for desktop analysis of airline industry trends available today. The sophisticated but user-friendly "point-and-click" query system provides maximum flexibility in organizing and retrieving schedule information to your precise specifications. Your request is downloaded to a format that is 'ready for analysis'. This is an important enhancement over systems that only deliver data from pre-formatted report generators. The speed of the product means significant amounts of vital schedule information are delivered to your desktop 'lightning fast'.

Each access to the database can be set up and saved as a unique project. This allows you to create and store monthly recurring corporate reporting requirements. With each new monthly update of the database, each corporate report (or Project) can be retrieved and run against the new schedule data. BACK Regional Account Management can assist you in building the library of needed corporate reports or monthly analysis runs. Report or query structures are saved in 'Project' files, and can be easily retrieved, modified or even e-mailed independent of the schedule data.

The front-end is compatible with Windows and Windows NT. All data inquiries can be output to Microsoft Office (Excel, Access, Word, etc.) or Lotus software.

### **Unmatched Value-Added Features:**

BACK offers many value-added features on the CD-ROM platform that are unmatched by any other vendor, including:

- Number of Operations or ASMs by airline or airport; summed across regions or world areas
- Detailed breakouts of Marketing Alliance partnerships (Published Carrier vs. True Operator)

Ability to eliminate double counting of Code Share seats or operations

Wave analysis at HUB airports by the minute or hour... looking at maximum passenger volume or number of operations

Calculation of carrier's competitive market share at airports or over a series of individual routes in seconds

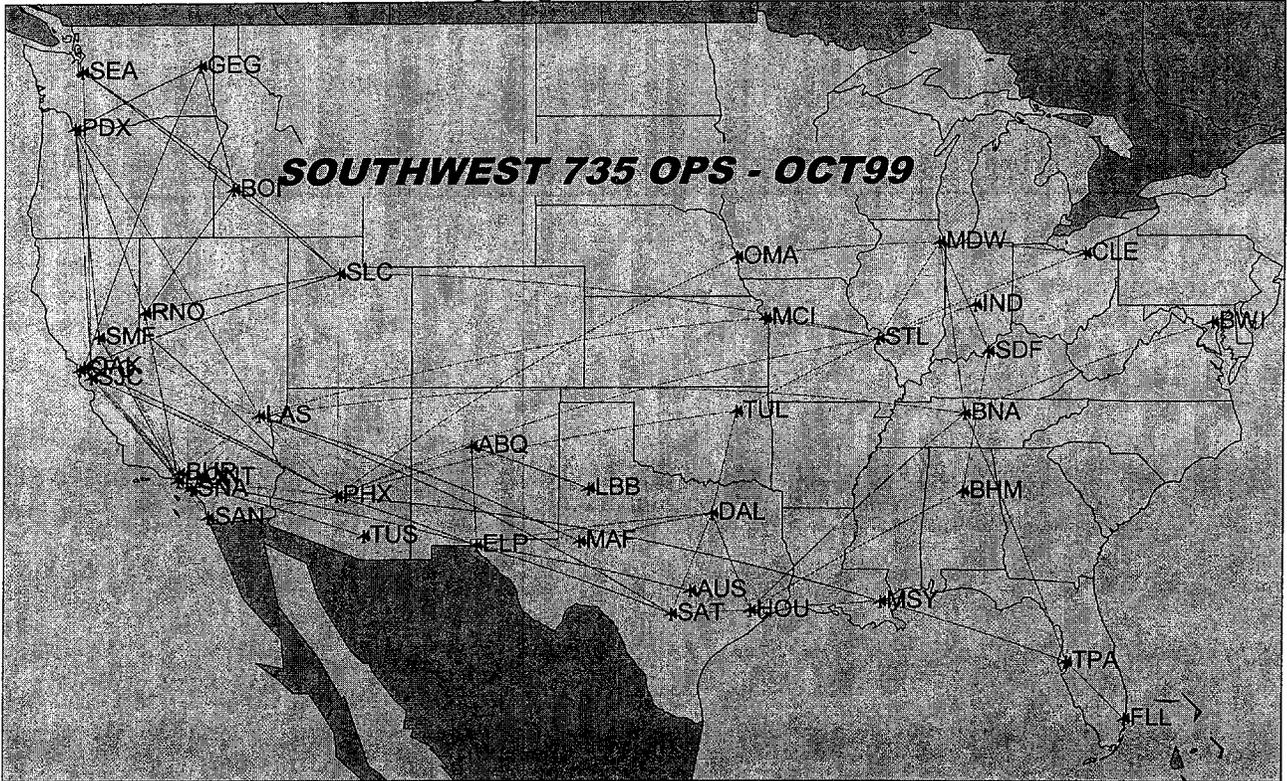
The ability to analyze Flight Operations by carrier, equipment type, distance, stage-length, or elapsed-time ranges

- Historical tracking and identification of IATA carrier code use, including duplicates.

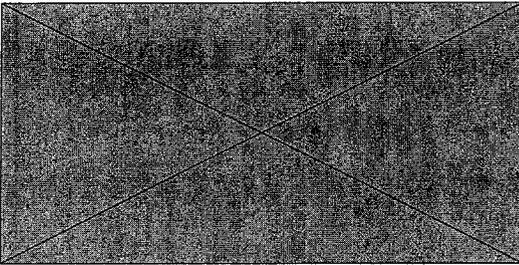
### **Unique Historical Data Availability:**

BACK is the ONLY service to provide daily historical schedule information back to 1979 and has developed the capability to layer new 'Current' schedule information seamlessly on top of historical data. This feature is an absolute necessity for trending/forecasting developments within the industry. BACK future or historical schedule information may be retrieved in daily, weekly, monthly, quarterly or yearly timeseries format.

## Interface with Aviation Route Mapping Software:



Imbedded within the front-end is the option to retrieve schedule information in Aviation Mapping format. BACK's Aviation Mapping™ is the natural companion to Airline Schedules on CD-ROM. With Aviation Mapping, you can create Boardroom-presentation quality route maps to help you bring your analysis or business plans to life.



Aviation Mapping allows you to:

- Automatically draw route maps in minutes using the 700+ airlines or 6000+ airports found in BACK's Airline Schedule database
- Optionally shade routes based on airline operation values (number of passenger seats, number of operations, type of equipment, length of haul, etc.)
- Use complete freedom in adjusting map sizes, colors, labeling, and icons
- Center maps automatically based on route network concentration.
- Build in routes to new cities/airports not contained in your original data file
- Create customized Titles and Legends
- Export route maps to presentation packages like Word or PowerPoint

- Automatically build graphs from mapping data to illustrate operations, and include as an insert in your Route Map

Additionally, the mapping module can be used independently of route mapping by other Corporate Departments to illustrate (down to zip code level if the data is available) vital statistics such as Call Center volumes, Frequent Flyer residence distribution, etc..

## **1. TECHNICAL SUPPORT**

### **Direct Interface with BACK Technical Support**

As part of the subscription service, BACK provides a three-fold backup support network to insure that subscribers can easily reach a real live person for questions, problems and technical support:

- 1 BACK's Help Desk at our Sales Headquarters in New Haven, Connecticut.
- 1 Regional representatives in Europe and across America.
- 1 BACK's Operations Center in Toronto.

For locations outside North America, the geographical spread provides a window of support on business days running from 0900AM to 1000PM GMT.

### **Software Upgrades**

Software upgrades are provided to BACK customers on a routine basis, and at no additional cost whenever system enhancements or new directory updates are introduced.

### **System Training**

The CD product is simple to install and use. A User's Guide and Help main menu option are built into the CD and BACK offers all subscribers training support by telephone to help get them started. BACK will supply you and your personnel with initial and ongoing telephone training (as required for replacement personnel or new enhancements) for the lifetime of the subscription, and at no additional cost. Onsite training seminars are also available at the subscriber's option and cost.

### **Operating Instructions**

The front-end of the Airline Schedule and Capacity database contains a help system plus a detailed User's Guide covering every facet of the software product and how to use the system. Additionally, a printed User's Guide will be delivered to you in conjunction with the installation and training phase of the subscription. The User's Guide is also available on our Internet Website ([www.BACKaviation.com](http://www.BACKaviation.com)).

## **1. DATA INTEGRITY**

BACK is a licensed marketer of OAG Schedules data. Due to OAG's historical track record for timely and reliable delivery of accurate data, they have been our vendor of choice for airline schedules since 1979. The data file that BACK accepts from OAG for our information products is the same file they use for production of their own worldwide business traveler guides. This means that by the time BACK receives a schedule file from OAG, the data has already been through OAG's rigorous testing standards employed for their own products and for delivery of schedules to the airlines and GDS systems of the world.

Once a data file is received from OAG, however, we employ our own extensive verification and validation techniques to ensure data integrity and continuity from one file to the next, including:

- record date comparisons
- airport code gap analysis (new codes, latitude/longitudes)
- duplicate carrier code analysis (identifying code shares and alliances)
- true direct flight analysis (funnel flights and shared segment flights)
- operator identification (especially important when operator does not have IATA code)

Any discrepancies noted are addressed with OAG or the carrier to resolve the issue. Corrections, when required, are input into BACK's online database; these corrections are processed into the historical files with the next monthly update. Although we have never come up against a discrepancy that would require it, BACK is fully prepared to reissue and distribute replacement CD's to correct any serious schedule inaccuracy received from OAG that is not caught by the data checks. Typically, these are omissions on the part of carriers filing schedules with OAG.

Finally, any changes identified in carrier code use, airport codes, or equipment codes are annotated by BACK and included in a summary with each monthly update of the Schedules CD product.

## **1. SYSTEM REQUIREMENTS**

For optimum performance:

Pentium Class PC, Windows 95/98/NT v.4.00 or better; 48mb RAM (64 RAM recommended); minimum of at least 120 MB hard disk space free for basic subscription. Additional years of history require additional hard disk space.

**FLEETPC CD**

**and**

**FLEET-iNET**

Subscriptions

**2002 Product Description  
and  
Pricing Options**



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AVIATION DATA / ANALYSIS / CONSULTING / ASSET MANAGEMENT

## About **BACK's** FLEETPC CD and FLEET-INET Products

**BACK's Fleet** database has the most up-to-date, accurate commercial fleet information available today. Our database contains the complete history (all transactions) in the life of most commercial aircraft built anywhere in the world since 1940. Our research specialists around the world update the database continuously. **BACK** also provides a powerful point-and-click Windows front-end which simplifies your analysis by allowing you to approach the data from any angle. There are also a series of pre-formatted reports for tracking orders, options, deliveries and fleet portfolios by airline, leasing company and manufacturer. Listed below is a sample of the information contained in the database:

### **Aircraft Display and Constraint Fields**

Aircraft Type (e.g., Commercial Jetliners, Regional Aircraft)  
Aircraft Status Code (e.g., active and in service, in storage)  
Aircraft Serial Number  
Production Line Number  
Aircraft Manufacturer  
Manufacture Date / Year Manufactured  
Delivery Date / Delivery Year / Delivery Status  
Order to Delivery Time  
Registration / Tail No.  
Number of Aircraft  
Age of Aircraft  
Engine Manufacturer  
Engine Model (e.g., AVON 522)  
Engine Type (e.g., AVON)  
Number of Engines  
Engine Noise Class (Stage) (e.g., Stage/chapter 2, 3)  
Leased / Owned Indicator  
Lease Expiration Date  
Lease Term  
Hours / Cycles / Hours-Cycles Ratio

Operator Name  
Operator IATA Code/ ICAO Code  
Operator Country Code (LAR)  
Operator Country Code (OAG)

### **Equipment Display and Constraint Fields**

Equipment Category (e.g., all cargo, all passenger configuration)  
Equipment Type (LAR Code)  
Equipment Type (OAG Code)  
Equipment Type (F41 Code)  
Equipment Model (e.g., BAC-111-492GM)  
Equipment Group (e.g., BAC-111)  
Equipment Classification (e.g., Jet, Turboprop)  
Seating Capacity Code (i.e., Short, medium, long-range and number of seats)  
First Class Seats  
Business Class Seats  
Coach Seats  
Total Seats

### **Operator/Owner Display and Constraint Fields**

Operator Category (e.g., airline, corporation, financial institution)

## **Operator/Owner Display and Constraint**

### **Fields (continued)**

Operator Region (e.g., Africa, USA)  
F.A.R. Part Number  
Registered Owner Category (e.g., airline, corporation,  
financial institution)  
Registered Owner Name  
Registered Owner IATA Code/ ICAO Code  
U.S. Registered (yes/no)  
Beneficiary Owner Name (i.e., actual owner name)  
Sublessor Category (e.g., airline, corporation,  
financial institution)  
Sublessor Name  
Sublessor IATA Code/ ICAO Code

### **Address Display Fields**

Operator Address / Phone / Fax  
Operator SITA / Web Site / email  
Registered Owner Address / Phone / Fax  
Registered Owner SITA / Web Site / email  
Beneficiary Owner Address / Phone / Fax  
Beneficiary Owner SITA / Web Site / email  
Sublessor Address / Phone / Fax  
Sublessor SITA / Web Site / email

### **Activity Display and Constraint Fields**

Activity Date  
Year of Activity  
Activity (e.g., leased, modified, retired, sold to)  
Remark (i.e., additional information about activity)

### **Technical Specifications Display and**

#### **Constraint Fields**

Minimum Flight Crew  
Wing Span  
Wing Area  
Overall Length  
Overall Height  
Belly Volume  
Maximum Seating  
Cargo Door Opening Height/ Width  
Main Deck Volume  
Fuel Capacity  
Maximum Takeoff Weight  
Maximum Structural Payload  
Operating Empty Weight  
Maximum Landing Weight  
Maximum Zero Fuel Weight  
Range with Maximum Fuel  
Range with Maximum Payload

# Aircraft Types in the BACK FleetPC and Fleet iNET Database

## **Jetliners (Category A)**

Airbus A300, 310, 318, 319, 320, 321, 330, 340, 380  
Boeing 707, 717, 720, 727, 737, 747, 757, 767, 777  
British Aerospace BAe 146/RJ  
British Aircraft Corp. BAC-111  
Canadair CRJ-100, 200, 440, 700, 900  
Concorde  
Convair CV-880, 990  
Dassault Mercure  
DH 106 Comet  
Dornier Do328JET, 428JET, 728JET, 928JET  
Douglas DC-8, DC-9, MD-80, MD-90, DC-10, MD-10,  
MD-11  
Embraer 135, 140, 145, 170, 190, 195  
Fokker F-28, F-70, F-100  
HS.121 Trident  
Lockheed L-1011  
Sud SE-210 Caravelle  
VFW-614  
Vickers VC-10

## **Props and Turboprops (Category B)**

ATR-42 & ATR-72  
Beech 99 & 1900  
British Aerospace BAe J31, J32, J41, & ATP  
CASA 212, 295 & CN-235  
Convair CV-340, 440, 540, 580, 640, CL-66  
De Havilland Canada DHC-6, DHC-7, DHC-8  
Dornier Do-228, Do-328  
EMBRAER EMB-110, 120  
Fairchild & Fokker F-27 (all models), F-50, FH-227  
GAF Nomad  
Handley Page Dart Herald & HP.137 Jetstream  
Hawker Siddeley HS.748, Andover  
IPTN N-250  
Lockheed L-188  
NAMC YS-11  
Nord 262, Mohawk 298  
SAAB 340 & SAAB 2000  
Shorts Skyvan, Skyliner, Belfast, SD3-30 & SD3-60  
Swearingen Merlin III, IIIC, IVA, IVC & Metro II, III, 23  
Vickers Viscount

## **Executive Jets (Category C)**

Beech/Raytheon 300/B300 Super King Air  
Beech/Raytheon 400 Beechjet  
Bombardier BD-100 Continental, BD-700 Global  
Express  
Canadair CL-600, 601, 604 Challenger

## **Cessna Citation (all models)**

Dassault Falcon 10/100, 20/200, 50, 50EX, 900,  
900EX, 2000, 2000EX

**Executive Jets (Category C) cont.**

Gulfstream I, II, III, IV, V  
Gulfstream 100, 200  
HFB.320 Hansa Jet  
HS.125, BAe125, Raytheon Hawker 800  
IAI 1123, 1124 Westwind, 1125 Astra Jet, 1126 Galaxy  
Learjet (all models)  
Lockheed L-329, L-1329 Jetstar, Fanstar  
Mitsubishi MU-300 Diamond  
Piaggio PD-808  
Raytheon Premier I, Hawker 4000 Horizon  
Rockwell Sabreliner (all models), 1121 Jet Commander  
Sino Swearingen SJ-30  
SN.601 Corvette

**Russian Aircraft (Category D)**

Antonov AN-8, 12, 22, 24, 26, 30, 32, 38, 70, 72, 74, 124, 140, 225  
Ilyushin IL-18, 62, 76, 86, 96, 114  
LET L-410, L-610  
Shaanxi Y8  
Tupolev TU-104, 124, 134, 144, 154, 204, 234, 334  
Xian Y7  
Yakovlev YAK-40, 42

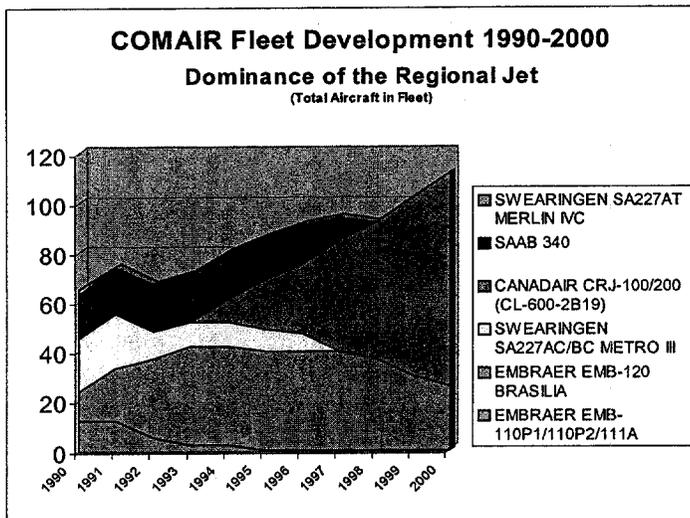
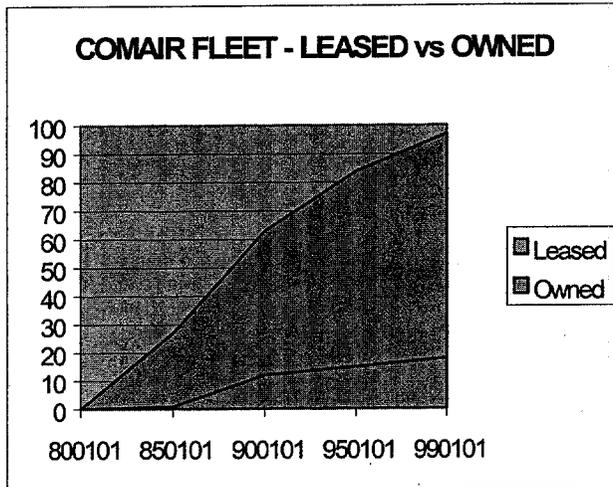
**Miscellaneous Aircraft (Category E)**

ATL-98 Carvair  
AW.650 Argosy  
Beech 200 Super King Air, Catpass, C-12 models  
Boeing 377 Stratocruiser  
Britten-Norman BN-2 Islander, Trislander  
Canadair CL-44  
Convair 110, 240, 300, 600  
Curtiss C-46  
DH.114 Heron  
Douglas DC-4, 6, 7  
Harbin Y12  
IAI Arava  
Lockheed Constellation  
Lockheed L-100, C-130 Hercules  
Martin 2-0-2, 4-0-4  
SAAB 90 Scandia  
Saunders ST-27  
Vickers Vanguard

With FLEET PC and FLEET iNET you can track aircraft ownership and utilization by Operator, by Equipment Type, by Owner, by Geographic Region, by Historical Time series:

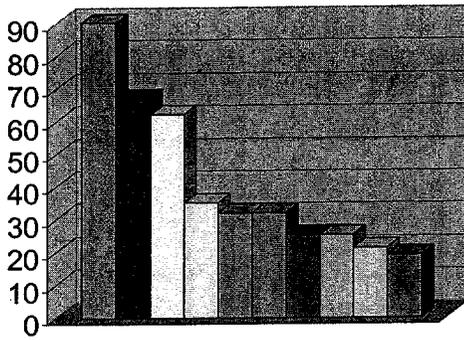
OPER. REGION CODE	EQUIPMENT TYPE(LAR CODE)	19950101	19960101	19970101	19980101	19990101	20000101
		NUMBER OF AIRCRAFT					
AFR	CANADAIR CRJ-100/200 (CL-600-2B19)	0	0	0	4	6	6
AUS	CANADAIR CRJ-100/200 (CL-600-2B19)	0	0	0	0	0	2
CAN	CANADAIR CRJ-100/200 (CL-600-2B19)	4	17	24	24	25	25
EUR	CANADAIR CRJ-100/200 (CL-600-2B19)	21	37	59	72	84	102
FEAST	CANADAIR CRJ-100/200 (CL-600-2B19)	0	0	1	4	6	6
SAMER	CANADAIR CRJ-100/200 (CL-600-2B19)	0	0	2	4	5	5
USA	CANADAIR CRJ-100/200 (CL-600-2B19)	26	37	57	91	150	210
<b>TOTALS</b>		<b>51</b>	<b>91</b>	<b>143</b>	<b>199</b>	<b>276</b>	<b>356</b>
EUR	EMBRAER ERJ-135 (EMB-135)	0	0	0	0	0	1
USA	EMBRAER ERJ-135 (EMB-135)	0	0	0	0	0	15
EUR	EMBRAER ERJ-145 (EMB-145)	0	0	0	10	23	46
SAMER	EMBRAER ERJ-145 (EMB-145)	0	0	0	7	11	14
USA	EMBRAER ERJ-145 (EMB-145)	0	0	2	18	59	114
<b>TOTALS</b>		<b>0</b>	<b>0</b>	<b>2</b>	<b>35</b>	<b>93</b>	<b>190</b>

DATA COPYRIGHT 2000 BACK ASSOCIATES/LUNDKVIST.



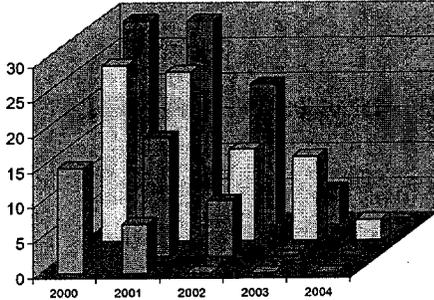
## TOP TEN Worldwide RJ OPERATORS

Number of RJ's in Fleet APR 2000



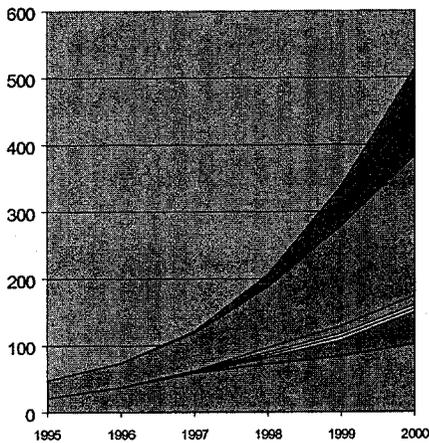
- COMAIR  
CAN
- CONTINENTAL EXPRESS  
EMB
- AMERICAN EAGLE AIRLINES  
EMB
- LUFTHANSA CITYLINE  
CAN
- MESA AIRLINES  
CAN
- ATLANTIC SOUTHEAST AIRLINES  
CAN
- AIR CANADA  
CAN
- ATLANTIC COAST AIRLINES  
CAN
- MDWAY AIRLINES  
CAN
- BRIT AIR  
CAN

## AMERICAN AIRLINES - Expected Equipment Deliveries



- BOEING 777-200ER
- CANADAIR CRJ-700  
(CL-600-2C10)
- BOEING 737-800
- EMBRAER ERJ-135  
(EMB-135)

## Growth of RJ's by Region and Manufacturer



- USA EMBRAER
- USA CANADAIR LTD
- SAMER EMBRAER
- SAMER CANADAIR LTD
- FEAST CANADAIR LTD
- EUR EMBRAER
- EUR CANADAIR LTD

**FLEET PC and FLEET iNET also provide you with a broad selection of prepared reports to allow you to track:**

- **Aircraft Deliveries: by Manufacturer, Airline or Finance/Leasing Company**  
A delivery report shows the number of aircraft due for delivery during your specified timeframe. By looking at past dates, you will see aircraft delivered and/or those expected to have been delivered during that timeframe, depending on the delivery type option selected (completed deliveries, expected deliveries, or both). For dates extending into the future, you should specify expected deliveries or both (if some deliveries may have already been completed) for the delivery type option, as the report shows when the deliveries are due to occur. Note that future deliveries include both aircraft on order and on option.
- **Orders and Options**  
An order report lists the number of orders, options, or total bookings (orders plus options) placed during your specified timeframe. For each type of transaction, you can opt to see the gross number of bookings, cancellations, and/or net numbers (bookings minus cancellations).
- **Backlogs in Manufacturing**  
A backlog report shows the number of unfilled orders and/or options during your selected timeframe. An unfilled order or option is one in which the order/option is still active (not cancelled) and the aircraft has been neither delivered nor manufactured.
- **Aircraft Availability**  
The Aircraft Availability Report shows aircraft that are known to be available on the used aircraft market. All aircraft have been confirmed through the owner or authorized marketing agent as being available in the past thirty (30) days from the date of the data. Because sellers are required to provide serial numbers for verification, some aircraft may not appear due to the owner's wish for anonymity. The detail report displays the specified aircraft's aircraft type; serial number; line number; engine type; manufacture date; maximum take-off weight (lbs.); total airframe hours; total airframe cycles; configuration; whether the aircraft is for sale, lease, or both; when the aircraft is available; the time, in months, the aircraft has been on the market; any comments regarding the aircraft; and contact information for that aircraft. If there are two contacts for a given aircraft, information on the second contact will follow the "\" for each field. The summary report, which is available monthly starting February 1997, summarizes, by model type, the number of aircraft for sale, lease, and sale or lease.
- **Fleet at a Glance**  
Fleet-at-a-Glance displays all aircraft for a given airline's (or other entity's) fleet in a quick, easy-to-read format. The detail report displays the equipment type, aircraft model, engines, owner or lease status, serial number, date first delivered, line number, registration, and the age of the aircraft. The summary report summarizes, by equipment type, how many aircraft are in the fleet, their status (leased out, leased in, on order, etc.), and the average age of the aircraft in each equipment model category.

### **Hours and Cycles History on individual aircraft**

An hour and cycle history report provides historical hour and cycle information for selected aircraft. Aircraft can be selected by equipment type and, optionally, serial number.

- **Hours and Cycles by Fleet types**

An hour and cycle fleet summary analysis summarizes hours and cycles for selected equipment types, country/region codes, and operators. The summary consists of the total number of aircraft, the average flying hours, total flying hours, average flying cycles, total flying cycles, and average hours per cycle.

- **Individual Aircraft historical activity profiles**

An individual aircraft profile report profiles selected aircraft and displays the most commonly requested information including exact model type, registration, serial no., line no., date of manufacture, total hours, total cycles, hour-to-cycle ratio, engine model, aircraft noise stage, seating configuration, aircraft category, current owner, current owner address/phone/fax, and current operator. Aircraft can be selected by equipment type and serial number, or registration (tail) number.

- **Technical Specifications Report**

A technical specification report displays the technical specifications for selected equipment types (757-200, 757-200PF, 757-300, etc.) and displays maximum take-off weight, maximum landing weight, maximum payload, operating empty weight, maximum zero-fuel weight, maximum seating, main deck volume (freighters only), belly volume, standard fuel capacity, maximum fuel range, maximum payload range, cargo door height, cargo door width, wing span, wing area, overall length, overall height, number of engines, and minimum flight crew.

- **QUICK REPORTS**

At the touch of a few buttons, find and print presentation-ready reports or summaries on a growing number of topics, including: operator fleets, aircraft in storage, etc. Great to use while you are on the phone, or to grab for short-notice meetings: Airline Fleets, Stored Aircraft, individual Aircraft Histories, more to come...

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<b>Jetliners, Props and Turboprops:</b> Category A and B	\$4,375	\$6,475	\$7,350	\$10,625
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<b>Executive Jets:</b> Category C	\$7,250	\$21,200
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