



cargo facts **UPDATE**

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Breaking news...

Major 757-200 freighter conversion program agreement: Orlando-based CARGO AIRCRAFT MANAGEMENT (CAM) signed a five-year agreement with PRECISION CONVERSIONS, LLC for multiple 757-200 passenger-to-freighter conversions. The program will begin with two conversions this year, and will continue with more conversions over the next five years as CAM acquires more aircraft. Selection of a conversion house for the touch labor is expected shortly. CAM is also the lead customer for BOEING's 767-200 passenger-to-freighter conversion program, with delivery of the first of a ten-unit order scheduled for October of this year. CARGO HOLDINGS INTERNATIONAL, CAM's parent, also owns 727-200F operator CAPITAL CARGO INTERNATIONAL, DC-8 freighter operator AIR TRANSPORT INTERNATIONAL (recently purchased from the Brink's Company), online freight-booking service CARGO RESERVATIONS.COM, and cargo charter broker LOGSTX SERVICES. Precision Conversions received the STC for its 757-200 conversion in June 2005, and has now delivered four converted aircraft, with a fifth in work.

In a near-unanimous bipartisan demonstration that the words "politician" and "leadership" have nothing in common, the US House Appropriations Committee voted 62 - 2 to block the sale of some US ocean port terminal operations to DUBAI PORTS WORLD(as part of that company's acquisition of UK firm P&O) on the grounds that national security would be compromised if these facilities were owned by an Arab company. Senate leaders confirmed that they would pass a similar measure, and Dubai Ports, accepting the inevitable, has offered to sell its interest in the US facilities to a US entity. In a separate, but similarly xenophobic decision, the House Appropriations Committee passed a non-binding (but likely effective) resolution asking the Bush Administration for a 120-day delay before issuing any final order on the DOT's notice of proposed rulemaking (NPRM) which would allow minority foreign investors limited decision-making authority over US carriers. What will come next? A resolution to build a ten-mile-high wall around the entire country? These actions may have won a few votes, but their potential cost to both the US and the world is enormous.

We will provide detailed coverage of these stories in the March issue of *Cargo Facts*.

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