

JET VIBES

THE NEWSLETTER FOR TEAM MEMBERS AND FRIENDS OF CARGOJET



CARGOJET Continues to Surge
with **INTERNATIONAL EXPANSION**
and the Introduction of the **B777-200ER**

WELCOMING THE B777-300ER
TO CARGOJET'S FREIGHTER FAMILY



CARGOJET

LET'S CONTINUE
TO CONQUER
COVID-19
TOGETHER

WELCOME **ALAN**



THANK YOU JIM



JIM CRANE

Mr. James R. Crane has resigned from the Board in line with best corporate governance practices in order to pursue a business venture in the US with whom Cargojet has a significantly expanding commercial relationship. The Board thanks Mr. Crane for his invaluable leadership and contribution to the Corporation.

As lead director, Mr. Paul Godfrey will act as interim independent chair of the Board.

"During his three years as Chair, Jim's leadership and advice has guided the Board and Cargojet to achieve tremendous growth and success while significantly strengthening its governance practices," said Dr. Ajay Virmani, President and Chief Executive Officer. "We sincerely thank Jim for his time, advice and contribution to Cargojet."



ALAN GERSHENHORN

Mr. Alan Gershenhorn has been appointed to the board of directors.

Mr. Gershenhorn brings over 40 years of experience in U.S. and international enterprise logistics to the Board. During his 39-year tenure at United Parcel Service, Inc. ("UPS"), the world's largest package delivery company.

Mr. Gershenhorn served in several significant leadership positions, including most recently as Executive Vice President and Chief Commercial Officer through June 2018. At UPS, Mr. Gershenhorn directed strategy, mergers and acquisitions, marketing, sales, public affairs, communications, and key growth strategies globally across the organization.

Mr. Gershenhorn is currently a Principal of Horn Strategy Partners, LLC, which provides strategy and business development advisory services to technology and logistics businesses.

WELCOME ALAN



CEO'S MESSAGE

The year 2021 continues to be filled with challenges and opportunities for Cargojet. We sincerely appreciate the dedication and effort of all Cargojet Team members during these unprecedented times.

I would like you to join me in welcoming Alan Gershenhorn to the Cargojet Board and Family. We are very excited to have Alan be part of Cargojet's continuing success story. Also, it is very important we recognize and thank Jim Crane, our Chairman, for his leadership, guidance and advice to Cargojet over the years. Jim's contributions and insights have been truly valuable to the organization.

The rapidly increasing vaccination rates, both here in Canada and globally, provide us with optimism that we will get back to normal very soon. Not only will this allow the restrictions in place to be relaxed, but it will lessen the anxiety that everyone had endured for the last eighteen months, allowing us to resume those important personal connections with our friends and families. We will continue to work diligently towards providing a safe work environment according to the latest public health guidance.

We are very fortunate to be providing essential services in a sector of the economy that has continued without disruption from the effects of the pandemic. The work-from-home/shop-from-home culture has caused a structural shift in the way consumers shop and e-Commerce growth has been accelerated by several years. Cargojet is directly benefiting from this growth with increased demand of overnight air cargo services on our Domestic network and for our ACMI dedicated aircraft services.


While global demand for air cargo services is rising rapidly, there has been a dramatic reduction in global air cargo capacity with virtually no international passenger flying. Prior to the pandemic, over 50% of the world's international air cargo travelled in the belly hold of wide-body passenger aircraft. With most of the world's major passenger carriers retiring significant portions of their wide-body fleets, this capacity is not returning any time soon, if ever.

It is for this reason that Cargojet recently announced the acquisition of five additional B767-200/300F aircraft and two B777-300ERF aircraft. We recognize the opportunity, and we want to be one of the first to secure conversion slots starting in 2021 to ensure the delivery of new capacity needed to meet this shifting demand. Servicing our customers and their continued needs and requirements have also been our number one priority. We will continue to ensure we exceed their expectations by providing a consistent first class service.

We are extremely excited about the addition of the B777-300ERF to our fleet. This aircraft will provide significant global expansion capabilities for our air cargo services, travelling further and carrying almost twice the payload of the B767. We are currently identifying specific routes and customers, and we will share these details with you as they are confirmed. In the meantime, we can provide all Cargojet Team Members with an overview of these aircraft on the following pages.

We look forward to the continued growth of Cargojet as we expand into another new chapter of our phenomenal growth story!

Once again, my sincerest gratitude and appreciation to each of you for your continued dedication, commitment and hard work, which is the foundation of this organization. Please enjoy the summer, be safe and be healthy.


Dr. Ajay K. Virmani



FAMILY IS SPELLED
TEAM



Cargojet's state of the art fleet of B777-300ERSF freighters are capable of carrying a structural payload of up to 222,000 lbs utilizing 33 main deck positions, and 14 lower deck positions with 600 cubic feet of bulk cargo hold area.

Cargojet's 777-300ERSF is the ultimate Big Twin Freighter. With twin-engine efficiency that burns 21% less fuel per tonne than the 747-400 freighters, and big-cargo capability that sees 25% more volume than the 777-200LRF but retains 90% commonalty with its smaller twin.

The 777-300ERSF is the only large aircraft that offers a significant level of operational commonality with the 777-200LRF. In addition, it can operate seamlessly alongside the 777-300ER. In both cases, the 777-300ERSF can be inducted with minimal additional investment and minimal operational burden.

PAX TO CARGO MODIFICATION

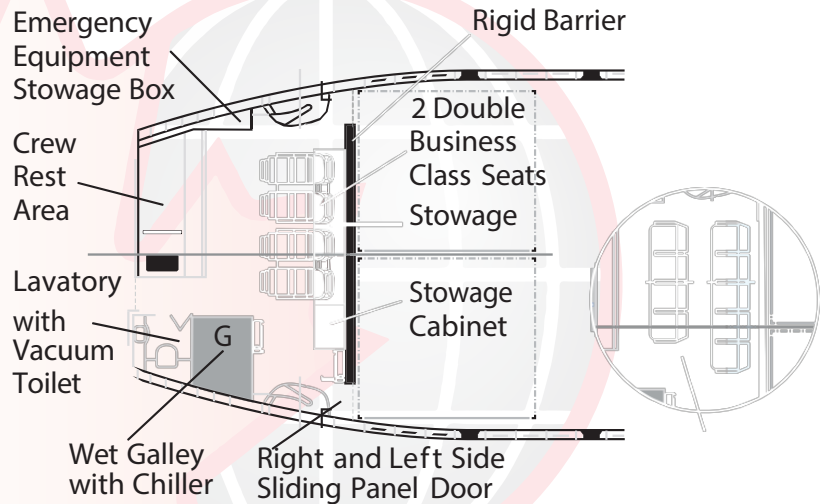
- Freighter lining
- Window plugs
- Passenger doors deactivation (except first pair of doors)

CARGO PAYLOAD MODIFICATIONS

- Increase MZFW to allow 220k lb payload
- 146.5" x 120" main deck cargo door
- Reinforced fuselage and replaced floor structure

MODIFIED CREW COMPARTMENT

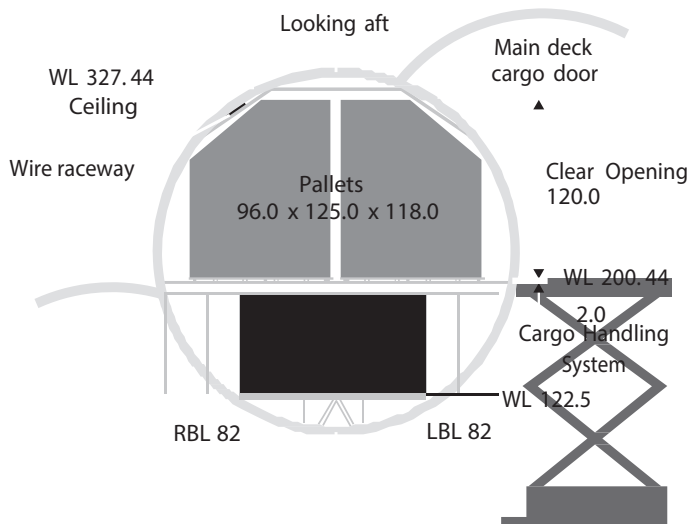
- 4+2 or 9 supernumeraries
- Double bunk crew rest
- Wet galley with chiller and lavatory



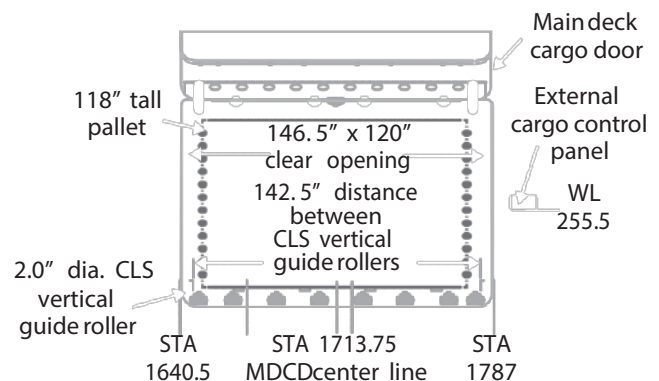
CARGO SYSTEMS

- 9G rigid cargo barrier
- One-minute smoke detection
- Maindeck temperature control
- Modified ECS ducting
- Perishable and live animal carriage
- Provision for non-powered and powered cargo loading system

CROSS SECTION



MAIN CARGO DOOR



TECHNICAL SPECIFICATIONS

Engines	GE90-115	
Maximum Taxi Weight –MTW	352,441 Kg	777,000 Lbs
Maximum Take-Off Weight –MTOW	351,534 Kg	775,000 Lbs
Maximum Landing Weight –MLW	264,444 Kg	583,000 Lbs
Maximum Zero Fuel Weight –MZFW	253,105 Kg	558,000 Lbs
Maximum Structural Payload –MSP*	100,698 Kg	222,000 Lbs
Maximum Fuel Capacity –MFC	181,283 L / 145,538 Kg	47,890 USG / 320,863 Lbs
Total Cargo Volume	819 m ³	28,936 ft ³
Main Deck Position	33x ULD 96" x 125"	
Lower Deck Position	14x ULD 96" x 125"	
Bulk	17 m ³	600 ft ³

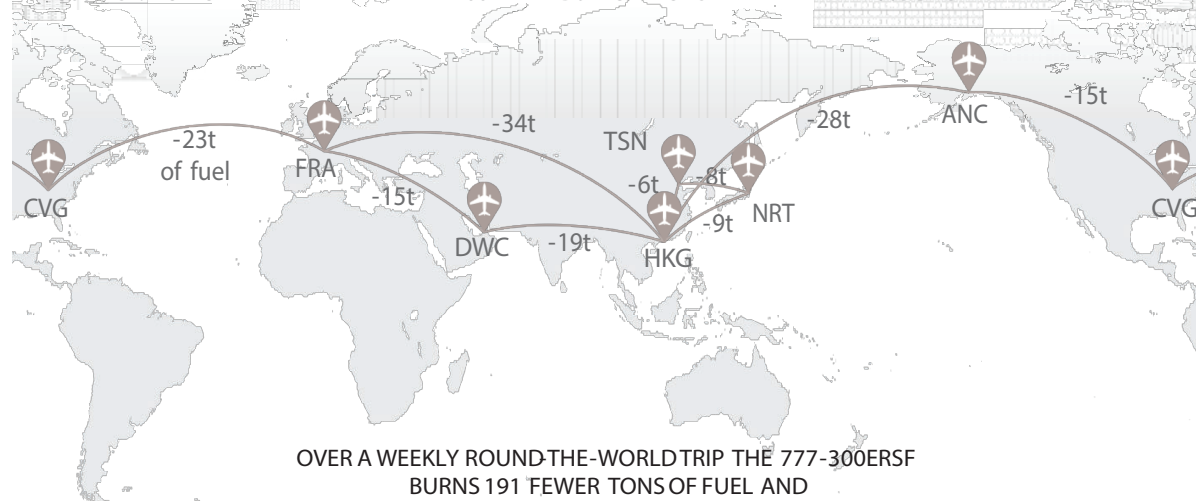
*With powered cargo loading system

SAME STAND SIZE, MORE PAYLOAD



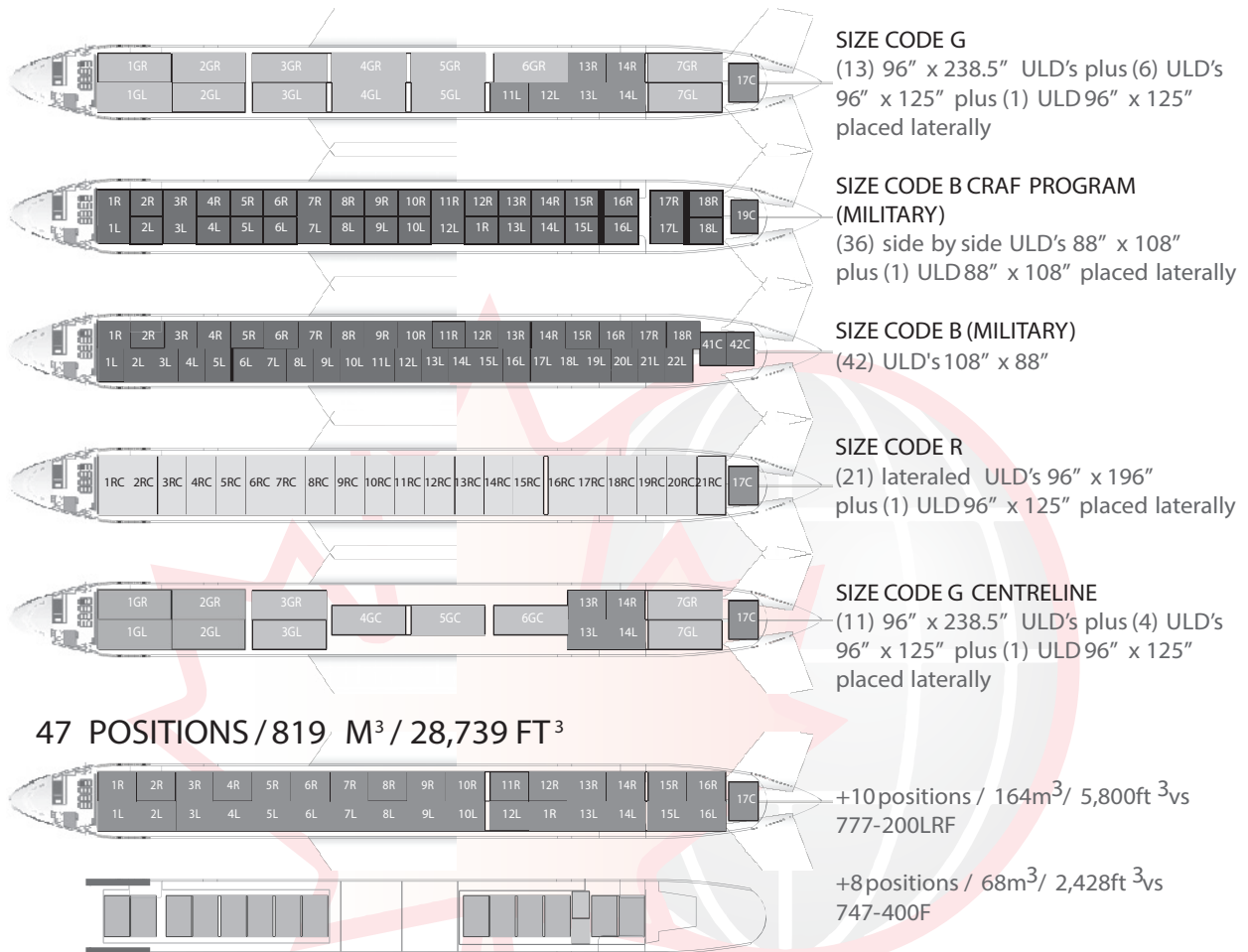
ROUND-THE-WORLD CAPABILITIES: carrying more & burning less

777-300ERSF: 18 MORE TONS THAN THE 777-200LRF AND 9 MORE TONS THAN THE 747-400BCF ON EVERY SECTOR

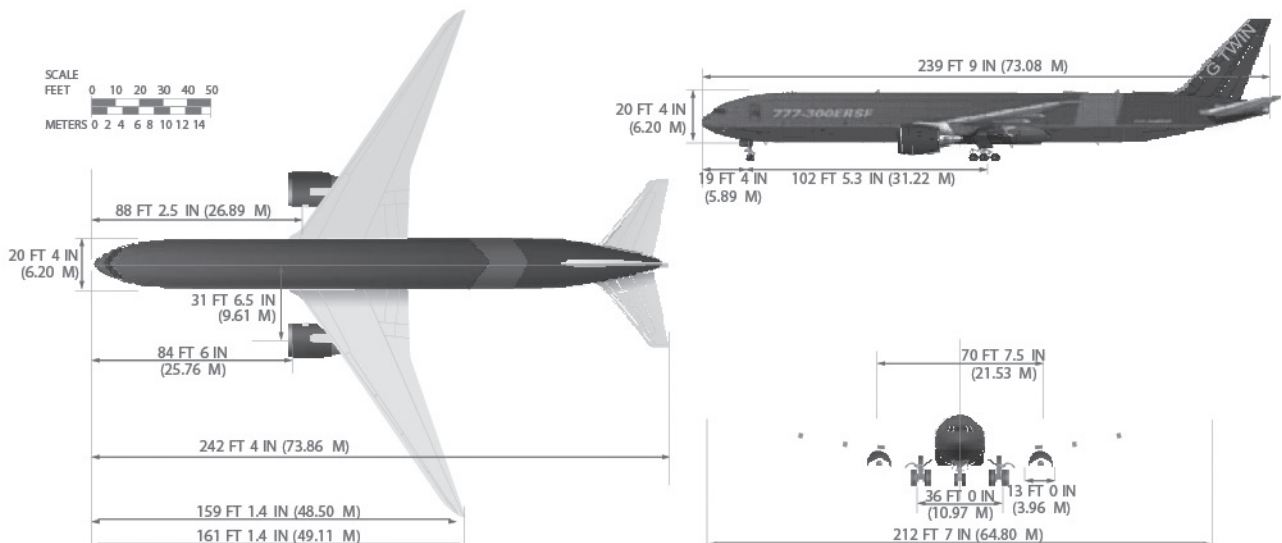


OVER A WEEKLY ROUND-THE-WORLD TRIP THE 777-300ERSF
BURNS 191 FEWER TONS OF FUEL AND
CARRIES 99 TONS MORE PAYLOAD THAN THE 747-400BCF

MULTIPLE CONFIGURATIONS FROM COMMERCIAL TO MILITARY



DIMENSIONS





Cargojet's state of the art fleet of B767-300ER freighters are capable of carrying a structural payload of up to 127,000 lbs utilizing 24 upper deck positions, containerized and 15 lower deck containerized positions with a loose load bulk cargo hold compartment.

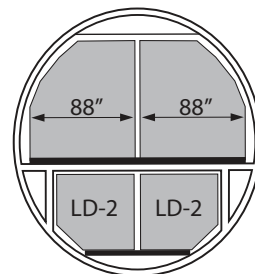
Cargojet is the only Canadian air cargo operator to introduce this newer generation, longer range, more fuel efficient and environmentally friendly aircraft to our fleet.

Various types of cargo can be carried on the main deck including odd size cargo as well as live animals and perishable products.

The B767-300ER is capable of 3,500 nautical miles at max payload which with the stage lengths on demand lanes is a complement to our domestic network and allows us to expand into select international markets.

CONFIGURATION A

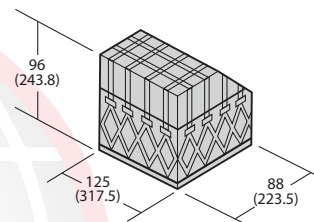
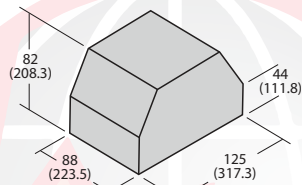
1C 6000lb	1R 7560lb	2R 7560lb	3R 7560lb	4R 7560lb	5R 10200lb	6R 10200lb	7R 7560lb	8R 7560lb	9R 7560lb	10R 7560lb	11R 7560lb	A13 6000lb
	1L 7560lb	2L 7560lb	3L 7560lb	4L 7560lb	5L 10200lb	6L 10200lb	7L 7560lb	8L 7560lb	9L 7560lb	10L 7560lb	11L 7560lb	



22 side-by-side A2 modified containers + two transverse A2 containers

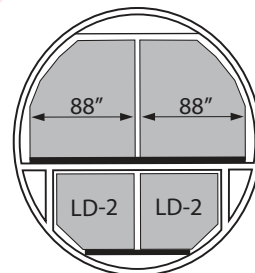
- (22) 88" X 125" X 96" Commercial ULDs - 11,044 ft³
 (2) 88" X 125" X 82" Standard A2 ULDs - 864 ft³

TOTAL Main Deck Volume - 11,908 ft³



CONFIGURATION B

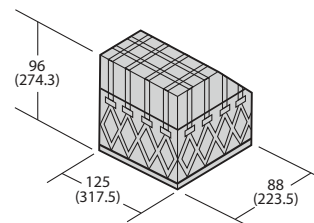
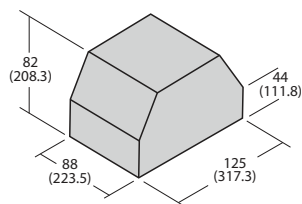
1C 6000lb	M1R 6540lb	M2R 6540lb	M3R 6540lb	M4R 6540lb	M5R 10200lb	M6R 10200lb	M7R 6540lb	M8R 6540lb	M9R 6540lb	M10R 6540lb	M11R 6540lb	M12R 6540lb	A13 6000lb
	M1L 6540lb	M2L 6540lb	M3L 6540lb	M4L 6540lb	M5L 10200lb	M6L 10200lb	M7L 6540lb	M8L 6540lb	M9L 6540lb	M10L 6540lb	M11L 6540lb	M12L 6540lb	



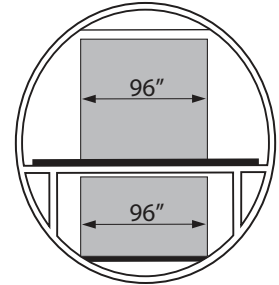
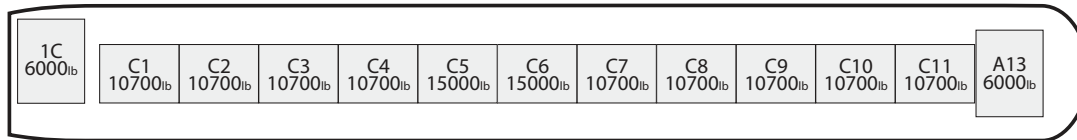
24 side-by-side modified (military) containers 88" X 108"
 + two transverse A2 containers

- (24) 88" X 108" X 96" Military ULDs - 10,392 ft³
 (2) Contoured 88" X 108" X ULDs - 864 ft³

TOTAL Main Deck Volume - 11,256 ft³

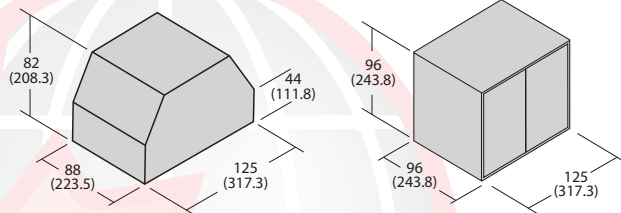


CONFIGURATION C

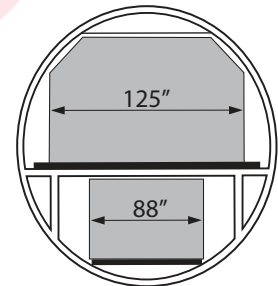
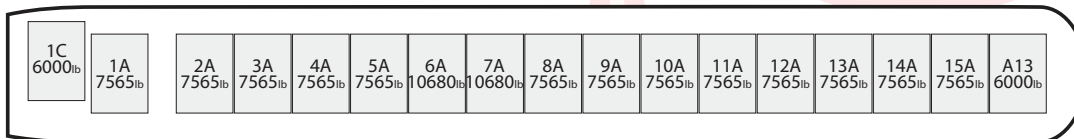


11 Longitudinal ULD's (M1) 96" X 125" + two transverse A2 containers

(11)	96" X 125" X 96" ULDs	- 6,809 ft	³
(2)	88" X 125" X 82" Standard A2 ULDs	- 864 ft	³
TOTAL Main Deck Volume		- 7,673 ft	³

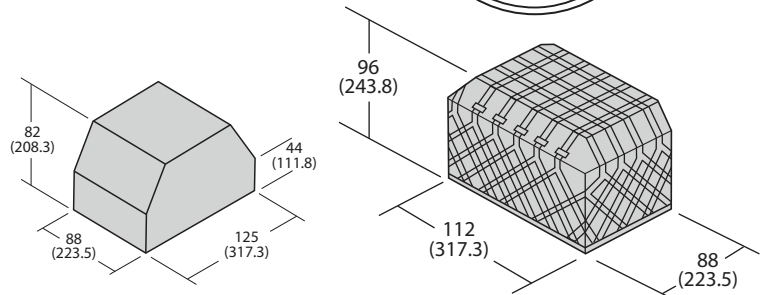


CONFIGURATION D

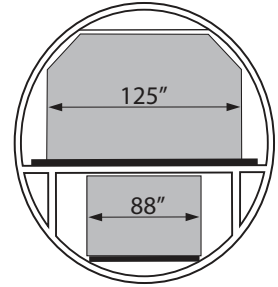
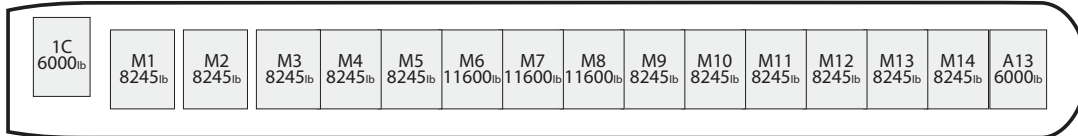


16 Transverse 88" X 125" ULD's + two transverse A2 containers

(15)	88" X 125" X 96" ULDs	- 8,280 ft	³
(2)	88" X 125" X 82" Standard A2 ULDs	- 864 ft	³
TOTAL Main Deck Volume		- 9,144 ft	³

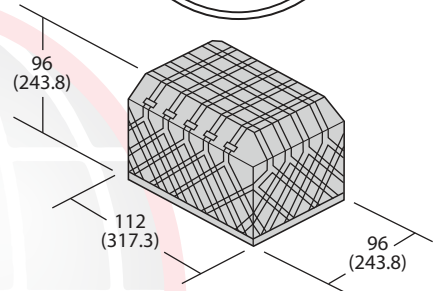
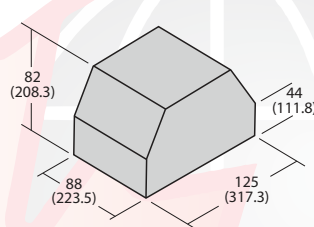


CONFIGURATION E

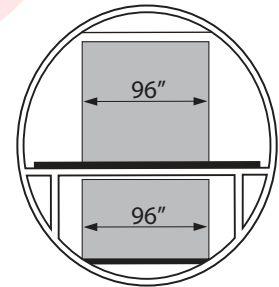
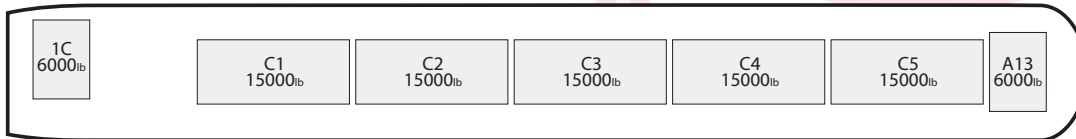


14 Transverse 96" X 125" ULD's + two transverse A2 containers

(14)	96" X 125" X 96" ULDs	-	8,832 ft	3
(2)	88" X 125" X 82" Standard A2 ULDs	-	864 ft	3
TOTAL Main Deck Volume		-	9,696 ft	3

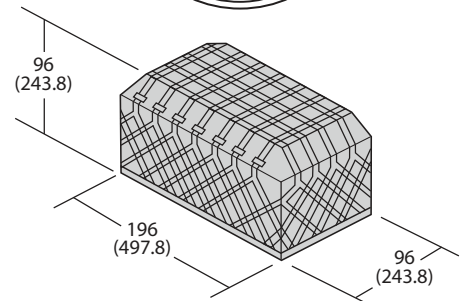
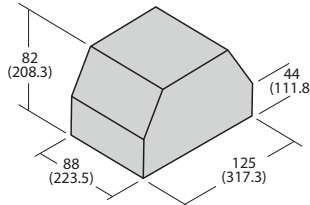


CONFIGURATION G



5 longitudinal 16' ULD's 96" X 196" X 96" + two transverse A2 containers

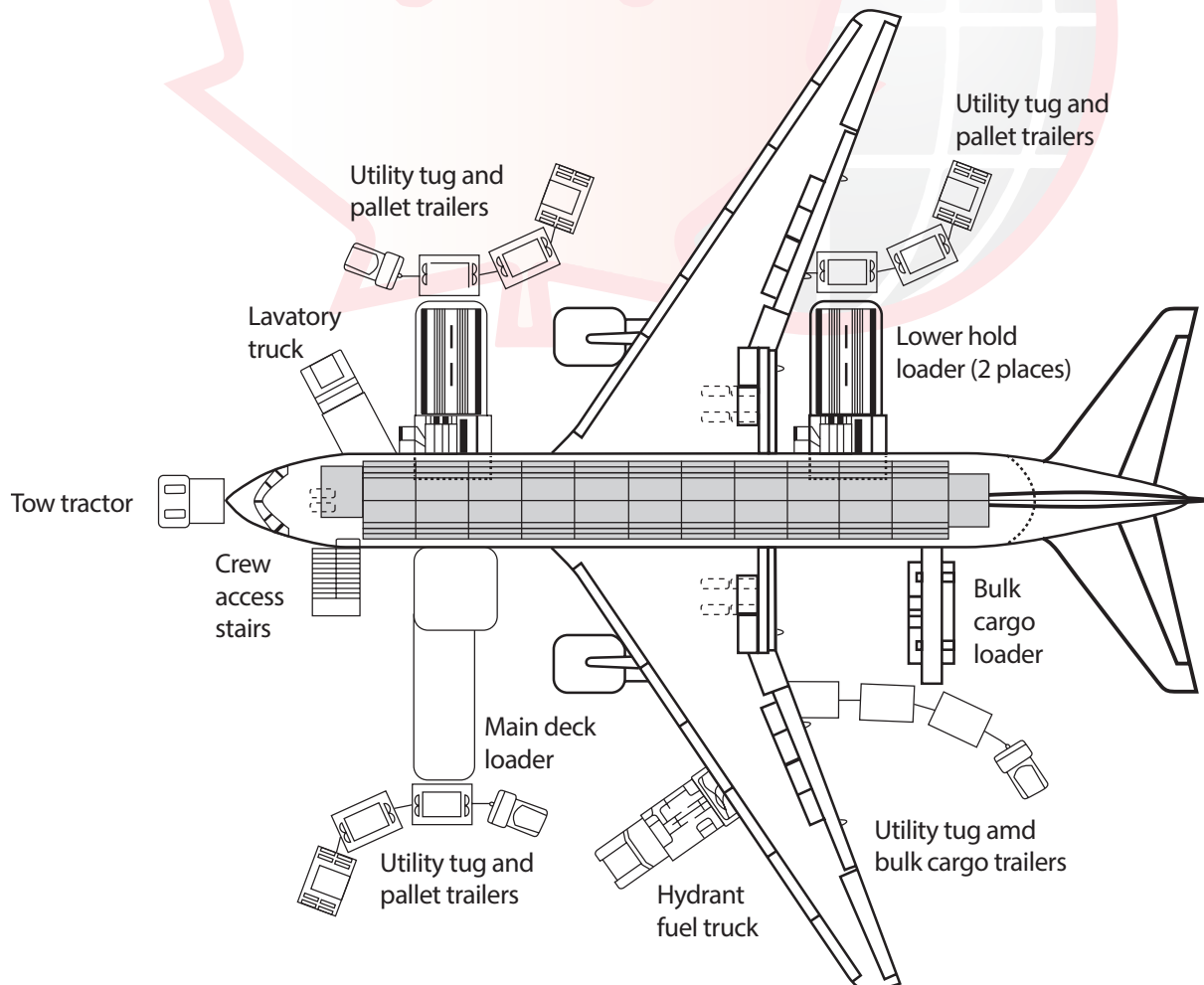
(5)	96" X 196" X 96" ULDs	-	5,225 ft	3
(2)	88" X 125" X 82" Standard A2 ULDs	-	864 ft	3
TOTAL Main Deck Volume		-	6,089 ft	3

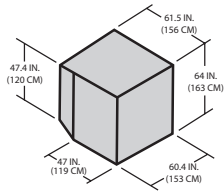
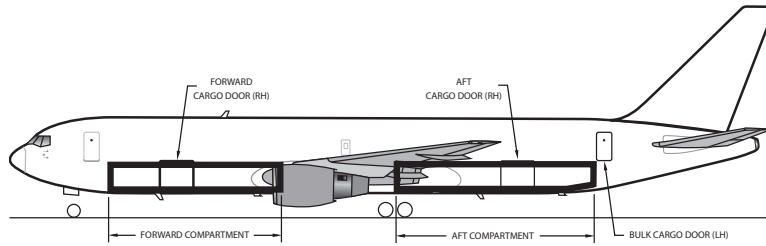


MAIN DECK COMPARTMENT ALLOWABLE PACKAGES SIZES - SIDE CARGO DOOR

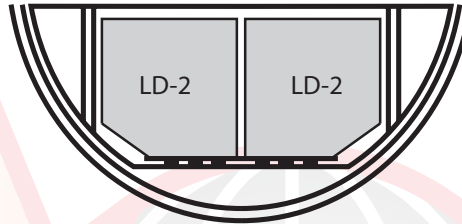
HEIGHT INCHES ↓	WIDTH - INCHES												
	10	20	30	40	50	60	70	80	90	100	110	120	130
	LENGTH - INCHES												
103	247 ^[a]	213 ^[a]	191 ^[a]	172 ^[a]	155 ^[a]	139 ^[a]	118 ^[a]	80	80	80	80	80	80
101	268 ^[a]	233 ^[a]	206 ^[a]	194 ^[a]	165 ^[a]	150 ^[a]	131 ^[a]	105 ^[a]	88	88	88	88	88
99	348 ^[a]	302 ^[a]	267 ^[a]	239 ^[a]	217 ^[a]	199 ^[a]	184 ^[a]	164 ^[a]	136 ^[a]	95	95	95	95
97	373 ^[a]	321 ^[a]	282 ^[a]	252 ^[a]	228 ^[a]	209 ^[a]	193 ^[a]	176 ^[a]	153 ^[a]	115 ^[a]	101	101	101
95	399 ^[a]	340 ^[a]	297 ^[a]	264 ^[a]	238 ^[a]	217 ^[a]	201 ^[a]	184 ^[a]	163 ^[a]	137 ^[a]	107	107	107
93	425 ^[a]	359 ^[a]	312 ^[a]	276 ^[a]	248 ^[a]	225 ^[a]	208 ^[a]	193 ^[a]	173 ^[a]	148 ^[a]	113	113	113
90	465 ^[a]	388 ^[a]	333 ^[a]	293 ^[a]	261 ^[a]	236 ^[a]	216 ^[a]	202 ^[a]	183 ^[a]	160 ^[a]	131 ^[a]	120	120
85	536 ^[a]	438 ^[a]	371 ^[a]	322 ^[a]	284 ^[a]	255 ^[a]	232 ^[a]	214 ^[a]	198 ^[a]	178 ^[a]	152 ^[a]	131	131
80	613 ^[a]	489 ^[a]	407 ^[a]	349 ^[a]	306 ^[a]	272 ^[a]	246 ^[a]	225 ^[a]	209 ^[a]	190 ^[a]	166 ^[a]	140	140
75	697 ^[a]	543 ^[a]	445 ^[a]	378 ^[a]	328 ^[a]	290 ^[a]	260 ^[a]	236 ^[a]	218 ^[a]	200 ^[a]	178 ^[a]	150 ^[a]	148
70	786 ^[a]	598 ^[a]	482 ^[a]	405 ^[a]	348 ^[a]	306 ^[a]	273 ^[a]	246 ^[a]	227 ^[a]	209 ^[a]	187 ^[a]	159 ^[a]	155
65	884 ^[a]	655 ^[a]	520 ^[a]	431 ^[a]	369 ^[a]	322 ^[a]	286 ^[a]	257 ^[a]	235 ^[a]	217 ^[a]	196 ^[a]	169 ^[a]	161
60	986 ^[a]	711 ^[a]	556 ^[a]	457 ^[a]	387 ^[a]	335 ^[a]	297 ^[a]	266 ^[a]	244 ^[a]	223 ^[a]	201 ^[a]	173 ^[a]	166
55	1155 ^[a]	795 ^[a]	605 ^[a]	489 ^[a]	410 ^[a]	352 ^[a]	309 ^[a]	277 ^[a]	249 ^[a]	227 ^[a]	207 ^[a]	179 ^[a]	171
0-46	1264 ^[a]	845 ^[a]	634 ^[a]	507 ^[a]	422 ^[a]	361 ^[a]	315 ^[a]	280 ^[a]	251 ^[a]	228 ^[a]	210 ^[a]	181 ^[a]	177

[a] Packages that are rotated through the door.



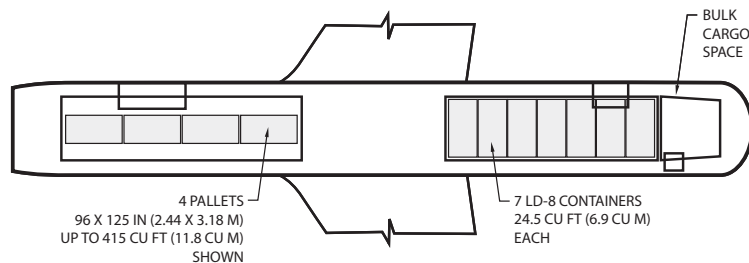
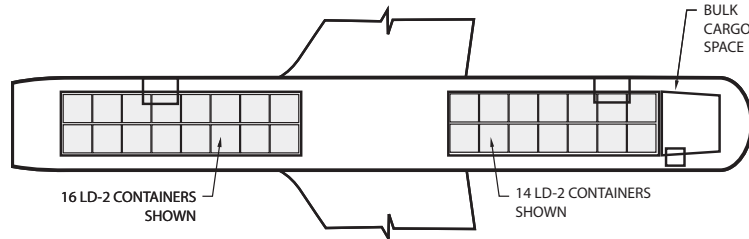
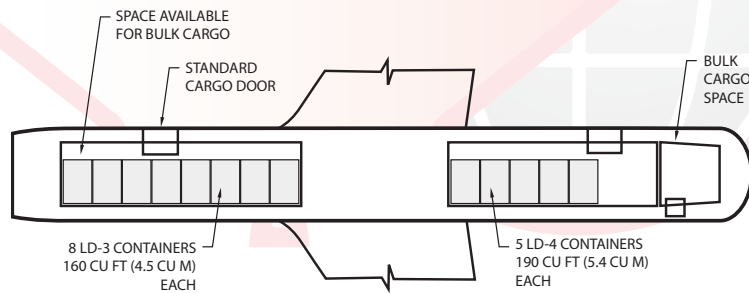


LD-2 DATA:
 CONTAINER WEIGHT - 150 LB (68 KG)
 LOADED WEIGHT - 2,700 LB (1,220 KG)
 VOLUME - 120 CU FT (3.45 CU M)

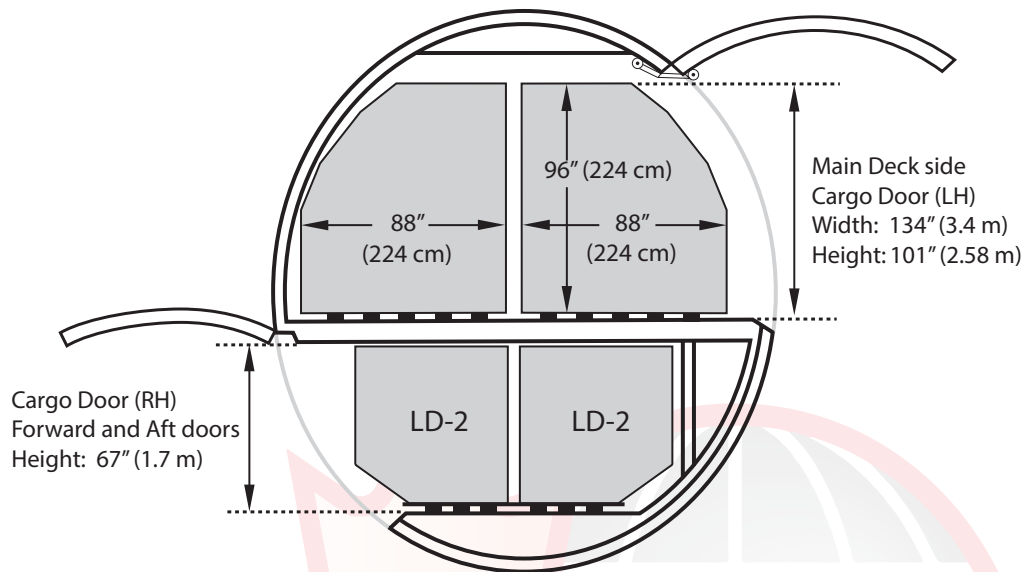


		FWD COMPARTMENT	AFT COMPARTMENT		TOTAL
		16 LD-2 CONTAINERS	14 LD-2 CONTAINERS	BULK CARGO	
VOLUME	CUBIC FEET	1,920	1,680	430	4,030
	CUBIC METERS	54.4	47.6	12.2	114.2

LOWER CARGO COMPARTMENTS - LD-2 CONTAINERS AND BULK CARGO

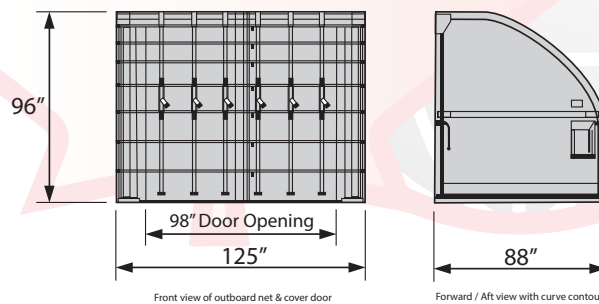


B767-200ER / B767-300ER Cross Section



Capability of carrying one CF6-80A2 engine in the first position aft of the MD CD
Perishable carriage Capability

A-1 / AAX Container



MAXIMUM PAYLOAD

127,000 lbs (57,606 Kg)

TOTAL VOLUME

15,468 cu ft

MAIN DECK

11,900 cu ft

Container Positions: 24

LOWER DECK

3568 cu ft

Container Positions: 7

ENGINE MAXIMUM THRUST

General Electric CF6 80C2B6/B7
60,030 lbs (27,236Kg)

MAXIMUM FUEL CAPACITY

159,706 lbs (72,441 Kg)

MAXIMUM TAKEOFF WEIGHT

412,000 lbs (186,880 Kg)

MAXIMUM RANGE WITH

MAX. PAYLOAD

3,500 NM (6,482 KM)

TYPICAL CRUISE SPEED

Mach 0.80

WING SPAN

156 ft 1 in. (47.58 M)

OVERALL LENGTH

180 ft 3 in. (54.9 M)

TAIL HEIGHT

52 ft (15.84 M)



Cargojet's state of the art fleet of B767-200ER freighters are capable of carrying a structural payload of up to 100,000 lb utilizing 19 upper deck positions, containerized (LD8 & LD2) and loose load lower cargo hold compartments.

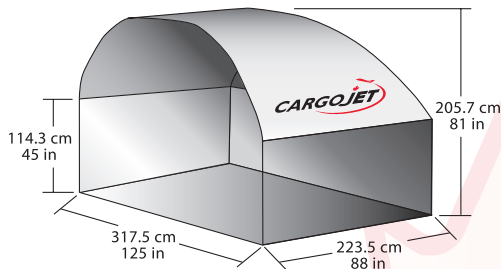
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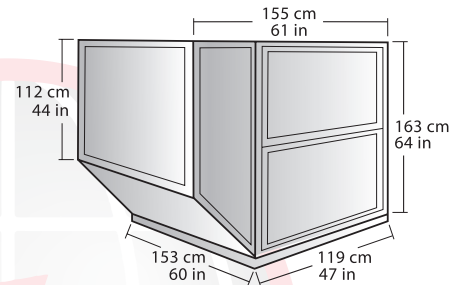
AAV Main Deck

IATA Rate Class: 3
 Dimensions: 88" x 125" x 80.75"
 Max. Net Weight: 9,576 lbs. (4,343 kg)
 Tare Weight: 424 lbs. (192 kg)
 Max. Gross Weight:* 10,000 lbs. (4,535 kg)
 Approx. Internal Vol.: 440 cu. ft. (12.5 m³)



LD2 Half Size Lower Deck

IATA Rate Class: 8D
 Dimensions: 60" x 61" x 64"
 Max. Net Weight: 2,568 lbs. (1,165 kg)
 Tare Weight: 202 lbs. (92 kg)
 Max. Gross Weight:* 2,771 lbs. (1,257 kg)
 Approx. Internal Vol.: 120 cu. ft. (3.4 m³)
 Floor Loading Limit: 200 lb/ft² (977 kg/m³)



All-Cargo Configuration

MAIN DECK

(19) 88" x 125" containers 8,360 cu. ft. 237 m³
 or
 (19) 88" x 125" pallets/nets 8,360 cu. ft. 237 m³

COMBINED FORWARD LOWER & AFT LOWER COMPARTMENTS-CONTAINERS BULK-LOADED

3,102 cu. ft. 88 m³

MAXIMUM NET PAYLOAD

POUNDS KILOGRAMS
 100,000 lbs. 45,360 kg.

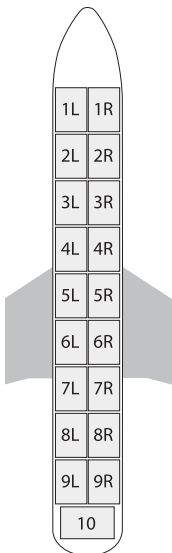
MAIN CARGO DOOR

INCHES CENTIMETERS
 134" x 96" 340 x 244

AVG. FLOOR BEARING WEIGHT

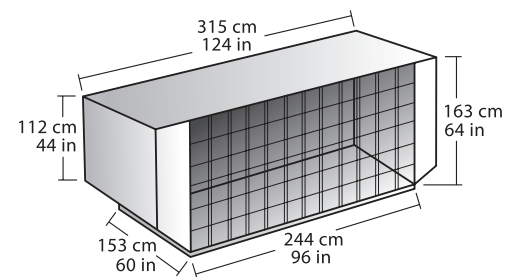
LBS. / SQ. FT. KG. / SQ. M.
 200 975

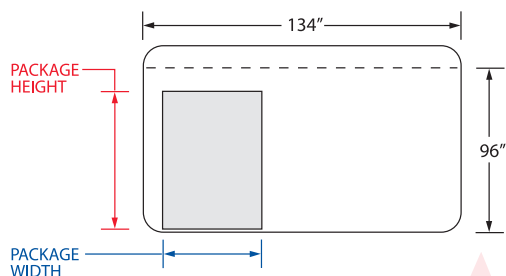
*Note: Aircraft structural limitations may reduce maximum gross weights indicated.



LD8 Full Width Lower Deck

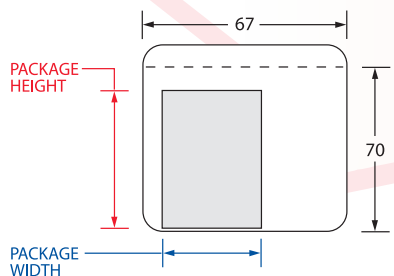
IATA Rate Class: 6A
 Dimensions: 60" x 124" x 64"
 Max. Net Weight: 5,030 lbs. (2,282 kg)
 Tare Weight: 370 lbs. (168 kg)
 Max. Gross Weight:* 5,400 lbs. (2,449 kg)
 Approx. Internal Vol.: 242 cu. ft. (6.85 m³)
 Floor Loading Limit: 200 lb/ft² (977 kg/m³)





MAIN CARGO DOOR

HEIGHT INCHES ↓	WIDTH INCHES																			
	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102	108	114	120
LENGTH INCHES																				
6 to 42	1189	1046	878	728	623	544	484	435	396	363	335	312	292	274	258	244	232	219	208	197
48	1189	1016	832	690	594	522	466	421	384	353	327	304	285	268	253	240	228	215	204	194
54	1189	930	762	648	561	496	445	403	369	340	316	295	277	261	247	234	222	210	199	189
60	1037	834	695	597	523	466	420	383	352	326	303	284	267	252	239	227	215	203	192	183
66	902	740	628	546	483	433	393	360	333	309	289	271	256	243	231	219	206	195	184	175
72	773	650	581	494	442	400	365	337	312	292	274	258	244	232	221	208	196	185	175	168
78	658	566	497	443	400	365	336	312	291	273	257	243	231	220	208	195	183	173	164	156
84	551	484	432	391	357	329	305	284	267	252	238	227	216	204	190	179	168	159	150	143
90	468	412	373	342	315	293	274	257	243	230	219	209	196	182	170	160	150	142	134	X
96	374	341	314	291	271	255	240	227	216	207	196	179	165	154	143	134	X	X	X	X



LOWER CARGO DOOR

HEIGHT INCHES ↓	WIDTH - INCHES								
	5	10	15	20	25	30	35	36	36
LENGTH - INCHES									
5	119	119	119	119	119	119	119	119	119
10	119	119	119	119	119	119	119	119	-
20	119	119	119	119	119	119	119	119	-
35	119	119	119	119	119	119	119	-	-
42	119	119	119	-	-	-	-	-	-
45	119	119	-	-	-	-	-	-	-
47	119	-	-	-	-	-	-	-	-



Cargojet's state of the art B757-200ER freighter is capable of carrying a structural payload of up to 80,000 lbs utilizing 15 upper deck positions and loose load lower hold cargo compartments.

Cargojet is the only Canadian air cargo operator to introduce this newer generation, longer range, more fuel efficient and environmentally friendly aircraft to our fleet.

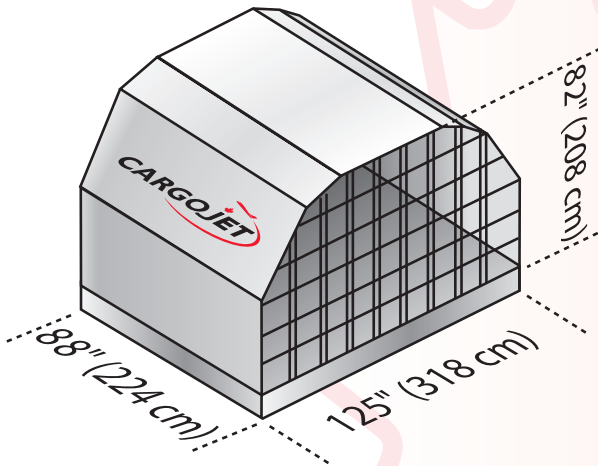
The aircraft carries the standard 88 x 125 ULD which is common with the B727 providing flexibility and efficiency on the domestic network.

Various types of cargo can be carried on the main deck including live animals and perishable products.

The B757-200ER is capable of 3,900 nautical miles at max payload.

AAA Main Deck Container

IATA Rate Class:	3
Dimensions:	88" x 125" x 82"
Max. Net Weight:	7,415 lbs. (3,370 kg)
Tare Weight:	585 lbs. (266 kg)
Max. Gross Weight*:	8,000 lbs. (3,636 kg)
Approx. Internal Vol.:	440 cu. ft. (12.5 m ³)



All-Cargo Configuration

MAIN DECK

(15) 88" x 125" containers	6,600 cu. ft.	187 m ³
<u>or</u>		
(15) 88" x 125" pallets/nets	6,600 cu. ft.	187 m ³

COMBINED FORWARD LOWER & AFT LOWER COMPARTMENTS BULK-LOADED

2,200 cu. ft. 62 m³

MAXIMUM NET PAYLOAD

POUNDS	KILOGRAMS
80,000 lbs.	36,290 kg.

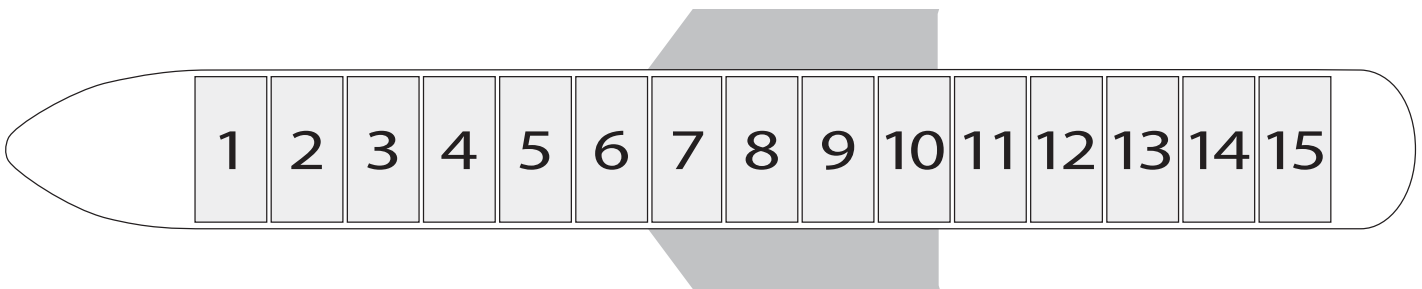
MAIN CARGO DOOR

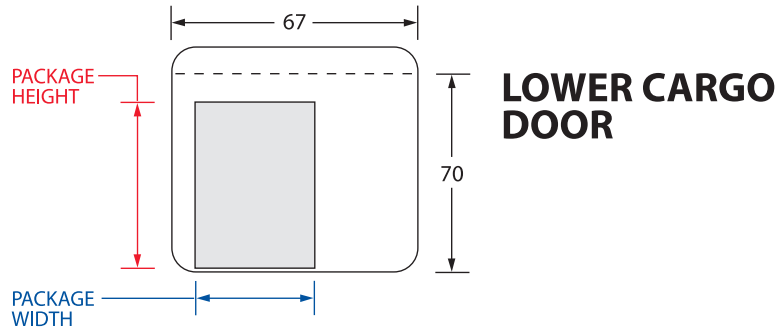
INCHES	CENTIMETERS
136" x 85"	345 x 216

AVG. FLOOR BEARING WEIGHT

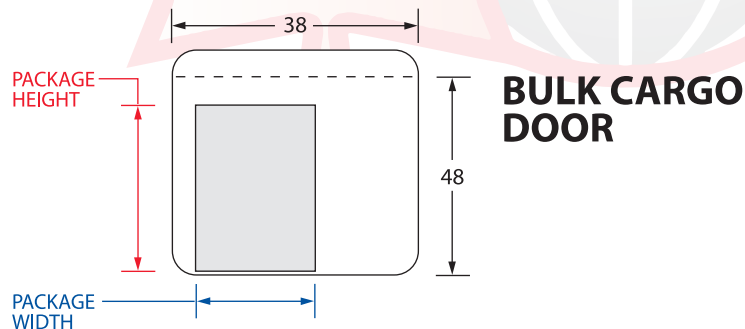
LBS. / SQ. FT.	KG. / SQ. M.
200	975

*Note: Aircraft structural limitations may reduce maximum gross weights indicated.





HEAVY PACKAGES LIFT ASSISTED											
HEIGHT INCHES ↓	WIDTH - INCHES										
	5	10	15	20	25	30	35	40	45	50	55
LENGTH - INCHES											
42	143	132	122	112	102	92	82	72	64	57	51
40	143	132	122	112	102	92	82	72	64	58	51
35	144	132	122	112	102	92	82	72	64	58	51
30	145	132	122	112	102	92	82	72	64	58	51
25	147	132	122	112	102	92	82	72	64	58	51
20	151	135	122	112	102	92	82	72	64	58	51
15	157	138	123	112	102	92	82	72	64	58	51
10	169	144	126	112	102	92	82	72	64	58	51
5	193	157	132	115	102	92	82	72	64	58	51



LIGHT PACKAGES HAND MANEUVERED											
HEIGHT INCHES ↓	WIDTH - INCHES										
	5	10	15	20	25	30	35	40	45	50	55
LENGTH - INCHES											
42	160	146	134	124	114	104	94	84	7	67	60
40	175	158	144	134	124	113	103	93	83	75	67
35	216	190	170	154	142	131	121	111	100	90	82
30	245	224	196	175	158	145	134	124	113	102	93
25	246	245	220	193	172	156	144	133	121	110	100
20	246	245	220	193	172	156	144	133	121	110	100
15	246	245	220	193	172	156	144	133	121	110	100
10	246	245	220	193	172	156	144	133	121	110	100
5	246	245	220	193	172	156	144	133	121	110	100

AS THEY RETIRE.....WE WISH THEM THE VERY BEST

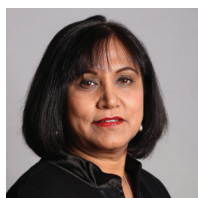


John Kim

Chief Financial Officer, John Kim, will retire at the end of May 31, 2021.

We wish John the very best in his future endeavors and sincerely thank him for his many contributions during his tenure at Cargojet, John was instrumental in helping the Corporation navigate during its early years of growth and successfully delivered several projects.

"I am fortunate to have been part of such a talented team, and want to thank the Board and the investment community for their support all through my tenure. Although I am retiring from my active role, I am committed to ensuring a smooth transition and will remain fully engaged on capital markets and investor relation areas during this process." said John Kim.



Anju Virmani

Anju has been a member of the Cargojet family since its inception and was instrumental in developing and building our IT team and infrastructure to assist Cargojet in its growth and success.

We sincerely thank Anju for leading the growth and development of our IT strategies and platform and sincerely wish her the best of health and happiness in her well-earned and well-deserved retirement years.

We thank Anju very much for her dedication and commitment over past twenty years.



Steve Cameron

Steve Cameron, our long standing Accounts Payable Supervisor decided to call it a day after 20+ years of service with the company. Steve is a hardworking, committed and friendly person. His punctuality is exemplary for the department. Even in the peak of pandemic, he made effort to be in the office every day and handled the workload. He dealt with hundreds of suppliers and processed thousands of payments with a smile on his face. We sincerely thank Steve for his commitment and pleasant attitude and his contribution to the company's success.

We wish him all the best and hope he has a fun and fruitful retirement.

JOIN US IN WELCOMING.....

Milan Vyas

Vice President, IT

Milan has extensive experience in the development and execution of technology strategy for several Business-to-Business organizations across multiple industries and business functions. He has provided hands-on leadership in roles of increasing accountability across all key areas of IT including Infrastructure & Operations, Application Development and Support, End User Computing, Cybersecurity and IT Service Management.

He comes to us from Element Fleet Management where he was the VP of IT, Strategic Initiatives; there, he partnered closely with the business to grow the relationship with a new and very large strategic client and led all aspects of IT Delivery in service of that client. Milan also led IT planning and analysis to support the introduction of new business capabilities and decisions related to modernizing core legacy applications. Prior to that, Milan was a Director in the Technology Advisory Practice at PricewaterhouseCoopers (PwC) where he worked with clients on Digital Transformation initiatives and contributed to the development of PwC's Cloud Services Practice.

Milan has an MBA degree from Queen's University and a Bachelor's degree in Civil Engineering & Computer Systems from McMaster University.



Jenifer Ferguson

Director Crew Programs, Innovation and FRMS

Jenifer comes with rich experience of specializing in working with flight operations and crewing, she has held several management roles in various organizations. In this newly created role, Jenifer will work in conjunction with the Director SMS, Director Crewing and SVP Flight Operations. This role is designated by the CEO and Jenifer will report directly to myself.

We are confident that Jenifer will embrace the Cargojet culture and will take this new role to greater heights with the invaluable support to the entire Cargojet Family. Cargojet believes Safety in all our operations is a key element and Jenifer will bring about systems to enhance this function to our crews and flight operations.



CONTINUING TO CONQUER COVID 19

As the situation with the coronavirus COVID-19 continues to unfold, we need to remain aware of the importance of playing our part to help avoid the spread of the virus. It is crucial that you self-monitor for symptoms constantly, being aware that the number of symptoms related to COVID-19 have increased from the initial set of symptoms that had been identified at the outbreak of the pandemic back in March 2020. If you feel sick or have any illness symptoms (such as fever, chills, cough, shortness of breath, sore throat, etc.) please stay at home and follow public health direction. If you develop any symptoms while you are at work, please notify your supervisor and leave the workplace. Team members have the company's full support through any required self-isolation or sick leave.

It is important that you continue taking the necessary steps to protect yourself and others, to include social distancing to the greatest extent possible, good hygiene practices, wearing masks at all times, following cleaning and disinfecting protocols, practicing proper coughing and sneezing etiquette, etc. We recognize that after more than one year of this situation the COVID fatigue is real, and we may have become tired of the "new normal" but now, more than ever perhaps, is a time to reaffirm those best practices that we have implemented, as positive COVID-19 numbers are still rising.



Cargojet has implemented guidelines and best practices in our workplaces to ensure the health and safety of our team, and to ensure our success and continuity of operations, but we need to ask that you please also make responsible decisions in your personal life.

It's easy to become overwhelmed by the state of the world on any given day, and the constant news contribute to a general sense of unease, so please don't hesitate to contact your manager/supervisor if you need help in any way or have any concern, as we appreciate that communication is very important during these unprecedented and challenging times.

Thank you so much for your efforts to help keep Cargojet safe for all our staff members and customers.



WELCOMING TO OUR FAMILY B757-200ER



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Send us your pics! hcooper@cargojet.com

