

MONITORING THE INTERNATIONAL TOP 30 AIRPORTS ON Passengers, Kerosene, CO2, and the actual Starrport potentio:

So what would be the savings with a StarrPort compared to the present airports? Here is a calculation of possible yearly savings for the 30 biggest airports (according to ACI data). Those 30 airport are good for 50% of the International Air Traffic.

Key Indicators (2005) International Air Traffic:

- TOTAL PASSENGERS 2.66 billion
- 30 Airport can save 48 billion litres of kerosene yearly, at a cost saving of € 27 billion.
- This 30 Airports emit 300 billion kg CO2 and
- can save by implementing Starrport 152 billion kg CO2 yearly
- This is two times the Dutch industrial emission rights for 2008-2012

In the table below you will find the data per international airport.
(Actual Kerosene price 0,962 €/ltr (July 2008))

Passenger Traffic 2005 FINAL			Kerosene 0,563 €/ltr (USA, April 2007)				
Rank	City (Airport)	% Change	Total Passengers	Yearly Savings liters kerosene	Yearly Savings € kerosene	Yearly Savings kton CO2	CO2 trading value in €, at € 20/ton
1	ATLANTA, GA (ATL)	2.8	85.907.423	3.109.605.351	1.750.707.813	9.757	19.514.950
2	CHICAGO, IL (ORD)	1.3	76.510.003	2.769.445.368	1.559.197.742	8.690	17.380.208
3	LONDON (LHR)	0.8	67.915.403	2.458.345.196	1.384.048.345	7.714	15.427.837
4	TOKYO (HND)	1.6	63.282.219	2.290.637.060	1.289.628.665	7.188	14.375.351
5	LOS ANGELES, CA (LAX)	1.3	61.489.398	2.225.742.018	1.253.092.756	6.984	13.968.089
6	DALLAS/FT WORTH AIRPORT.	(0.4)	59.176.265	2.142.013.156	1.205.953.407	6.721	13.442.632
7	PARIS (CDG)	5.0	53.798.308	1.947.346.348	1.096.355.994	6.110	12.220.961
8	FRANKFURT (FRA)	2.2	52.219.412	1.890.194.785	1.064.179.664	5.931	11.862.295
9	AMSTERDAM (AMS)	3.8	44.163.098	1.598.579.041	900.000.000	5.016	10.032.202
10	LAS VEGAS, NV (LAS)	6.0	43.989.982	1.592.312.732	896.472.068	4.996	9.992.877
11	DENVER, COLORADO (DEN)	2.6	43.387.513	1.570.505.061	884.194.349	4.928	9.856.019
12	MADRID (MAD)	8.4	41.940.059	1.518.111.327	854.696.677	4.764	9.527.211
13	NEW YORK, NY (JFK)	8.9	41.885.104	1.516.122.111	853.576.749	4.757	9.514.728
14	PHOENIX, ARIZONA (PHX)	4.3	41.213.754	1.491.821.143	839.895.304	4.681	9.362.222
15	BEIJING (PEK)	17.5	41.004.008	1.484.228.932	835.620.889	4.657	9.314.576
16	HONG KONG, CHINA (HKG)	9.7	40.269.847	1.457.654.384	820.659.418	4.574	9.147.802
17	HOUSTON, TX (IAH)	8.7	39.684.640	1.436.471.548	808.733.482	4.507	9.014.864
18	BANGKOK (BKK)	2.7	38.985.043	1.411.148.118	794.476.391	4.428	8.855.942
19	MINNEAPOLIS/ST PAUL, MN	2.4	37.604.373	1.361.171.776	766.339.710	4.271	8.542.306
20	DETROIT, MICHIGAN (DTW)	3.2	36.389.294	1.317.189.358	741.577.609	4.133	8.266.285
21	ORLANDO, FL (MCO)	8.4	34.128.048	1.235.338.658	695.495.665	3.876	7.752.615
22	NEWARK, NJ (EWR)	3.3	33.999.990	1.230.703.322	692.885.970	3.862	7.723.525
23	SAN FRANCISCO, CA (SFO)	2.0	32.802.363	1.187.352.617	668.479.523	3.726	7.451.469
24	LONDON (LGW)	4.2	32.784.330	1.186.699.873	668.112.029	3.724	7.447.372
25	SINGAPORE (SIN)	6.8	32.430.856	1.173.905.116	660.908.580	3.684	7.367.076
26	PHILADELPHIA, PA (PHL)	10.5	31.495.385	1.140.043.716	641.844.612	3.577	7.154.572
27	TOKYO (NRT)	1.3	31.451.274	1.138.447.023	640.945.674	3.572	7.144.552
28	MIAMI, FL (MIA)	2.8	31.008.453	1.122.418.157	631.921.422	3.522	7.043.960
29	TORONTO (YYZ)	4.5	29.914.750	1.082.829.206	609.632.843	3.398	6.795.511
30	SEATTLE, WA (SEA)	1.7	29.289.026	1.060.179.770	596.881.211	3.327	6.653.370
TOTAL		4.2	1.330.119.621	48.146.562.271	27.106.514.559	151.077	302.153.381

First calculations, subject to second opinion;

CO2 trading for aero industry will become hopefully reality after UNCCC meeting in Bali - See <http://unfccc.int/2860.php>

Global Forecast Starrport influence on International Air Traffic if implemented 2010 - 2015 - 2025 - 2050.

The forecast is based on actual general accepted industry indexes. For 2025 we expect two times more international passengers and in 2050 four times more than in 2005. Starrport is able to save actual near 100 million tonne kerosene at a value of € 54 billion, in 2025 this will can be near 200 MT. Due to the fuel price index the saving is € 177 billion.

CO2 saving will become also for the aero industry an need and chance for emission trading. Starrports can save actual 302 million tonne CO2, in 2025 500 MT, and in 2050 1338 TM CO2. The CO2 emission trading value at the actual (sept. 2007) price of € 20,00 per Tonne is € 576 million. For 2025 we count € 1.9 billion, and in 2050 € 7.7 billion.

Since it will be the overall saving of new starrports with an life time cycle of 40 to 50 year, we calculate also the **43 year savings from 2007 up to 2050**, as an indication of total impact on the Global International Air Traffic:

- TOTAL PASSENGERS 285 BILLION;
- TOTAL KEROSENE FUEL SAVINGS 10 BILLION TONNE;
- TOTAL KEROSENE VALUE SAVINGS € 12 TRILLION;
- TOTAL CO2 EMISSION SAVINGS 32,342,000 KTONNE;
- TOTAL CO2 EMISSION TRADING VALUE € 128 BILLION.

The savings per Passenger Ticket vary from € 23,06 (2010) to € 62 (2050), with a € 33,39 in 2025:

Global Intrenational Air Traffic Forecast (Equals 2 times the 30 greatest int. airports) including Cargo.

Years from 2007	Year	Passengers Volume		Starrport Saving Kerosene				Starrport Saving CO2 Emission		
		Index in % of 2005	in Billion	in MioTonne*	Price index in % of 2005	per Passenger Total in Billion €	Ticket in €	in MioTonne	Price Index as Fuel Price	Trading Value in Million €
-2	2005	100	2,7	96	100	54	20,38	302	95	576
3	2010	121	3,2	116	113	74	23,06	365	108	788
8	2015	143	3,8	138	128	99	26,09	432	122	1.053
13	2020	166	4,4	160	145	130	29,51	501	138	1.391
18	2025	200	5,3	192	164	177	33,39	603	156	1.883
28	2035	271	7,2	261	210	308	42,75	818	200	3.270
43	2050	443	11,8	426	304	729	61,91	1.338	289	7.741
SAVINGS SUM, 43 year			284,8	10.307		12.121		32.342		128.673

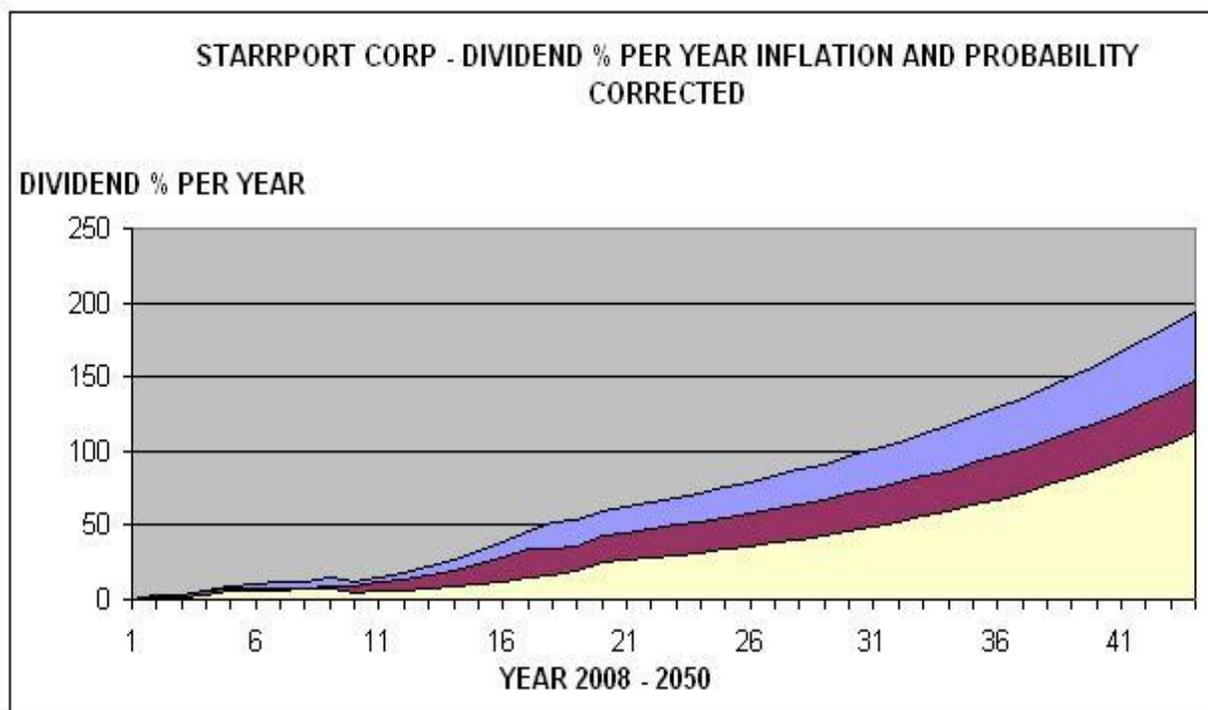
* MioTonne = Million Tonne



There are 914.285.715 pre-introduction shares available at € 17,50 each. To get global participation the establishment will be supported by a top ten Bank and Law Firm. The stock will be tradable in USA, EU, and Asia.

Below the CO2 savings as well as the financial forecast is presented. The dividend is exclusive the CO2 value. The CO2 value is part of the shares and can be traded after airtransport becomes also CO2 targeted by the UNCCC.

CO2 Savings, as Results of Investments	2015 Middle	2025 Middle	20 Mic
KTON CO2 SAVINGS YEAR AVERAGE	505.371 101.074	5.117.796 511.780	32.9 1.3
Year averages in million Euro: Market Value at Euro 20,00 per TON	2.021	10.236	:
Year averages per 1.000 SHARES: Value in Euro at Euro 20 per TON	126	640	
CO2 SAVING IN TON	6	32	
in % per Share	13	64	



STOCK COURSE EXPECATION by 5% market interest					
Probability Correlated	2008	2010	2015	2025	:
- Middle, in Euro	1,00	1,22	4,72	24,40	1
Dividend expectation in Euro	0,01	0,06	0,11	0,58	
CO2 bonus at Euro 20 / TON CO2	0,00	0,00	0,13	0,64	
Dividend + CO2 " "	0,01	0,06	0,24	1,22	

Those forecasts results, based on the actual market situation, showing a great investment chance as well as an enormous effect on CO2 emission (12% on total air traffic). We invite you to buy the shares per 3.000 or more for climate and dividend reasons as well.

In addition, this is an invitation to become one of the first eight StarrPort airport owners, by ordering one or more StarrPorts, pre-study, plan and (co-)operation, giving you(r country) a high status airport, CO2 advantage, and a radiant image-creating 'meet and travel' spot.

To support finance the first StarrPort airports we have also the support of the World Bank, willing to discuss an investment of over US \$ 2 billion or equivalent. Other high-level bank instruments are at hand for further basic funding.

Management and technical details with all support needed, are ready for deliberation and fitting for special demands. We are willing to meet with your decision making team to discuss further projection and realisation.

CO2 and Financial Forecast

In the CO2 volume Cargo Flights are included as a factor of Passenger Flights. CO2 has both Climate and Financial values. The CO2 trade value is volatile and depends strongly on the Bali Conference outcome in December 2007. CO2 savings means also fuel saving and risk management on Kerosene stock. Starrports save on average 12% off the fuel cost per flight. 80% to 90% of the CO2 and fuel cost saving is left as benefit for the airport and airline owners.

Starrport Corp average Net Profit per year is calculated in a Base, Middle, and High Scenario. After that the results are corrected for inflation and related to a probability factor (50% less probable per 20 years). Starrport Corp will buy and invest in several airports and sell license contracts to other airports.

Starrport Corp Forecast: Net Profit in million €, average per year		Scenario's		
		Base	Middle	High
Inflation Corrected and	2008	45	242	804
Probability Correlated	2009 - 2010	649	981	1.001
	2011 - 2015	1.717	2.030	3.083
	2016 - 2025	2.752	6.421	8.650
	2026 - 2050	7.552	10.634	14.215

Investment and Growth

Airtransport is expected to grow with 100% till 2025. The actual growth is 4,8% per year (Passenger number). We calculated with 4%. And added a probability damping of 2,5% each year. By separating those calculations, both figures, growth and probability, are shown as valuable results.

The investments are based on putting in 59% own cash and 41% mortgages on fixed assets. To get maximum momentum the biggest airports (in terms of number of Passengers) will become first Starrport contracted. The growth is based on cash reserves after dividend. After investment a cash reserve of round 20% has to remain to avoid financial hick-ups.

Investments in mio €	2008	2009 - 2010	2011 - 2015	2016 - 2025	2026 - 2050
Stock Emission	16.000				
" Cost, 2%	320				
Invested in Airport Ownerships and Dev.	12.300	13.084	16.652	57.365	805.989
Airport Dev. Mortgages 41%		9.159	11.656	40.156	564.192
Total Investment	12.300	22.243	28.308	97.521	1.370.182
Mortgages Repayments		550	2.248	12.269	248.998

Marketshare

The air traffic is highly concentrated to the main (international) airports:

Passenger Distribution		2005
Fractal, of 12 airports	Airport no.	Pass. %
1	12	17 %
5	60	50 %
10	120	73 %
20	240	92 %
30	360	97 %
40	480	99 %
830	10.000	100 %

This gives us the possibility to focus on scale and impact within a small group of top airports. 500 airports is the long term target.

Starrport Marketshare	2008	2010	2015	2025	2050
Scenario	Base	Base	Base	Base	Base
Total Airport number	10.000	10.000	12.000	14.000	15.000
- License Contracts	3	8	18	64	196
- Own Airports	3	4	6	8	80
Operations running Starrport	0	0	12	36	264
Marketschare % in Airport number	0	0	0	0	2
x 1 million					
Total Passengers Market	4.547	9.600	26.801	69.070	308.444
Total Starrport Passengers	0	0	2.758	17.477	251.750
Average Yearly Passengers per Starrport	0	0	552	1.748	10.070
Marketshare % in Passenger number	0,0	0,0	10,3	25,3	81,6

Turnover and Net Profit

However Starrport Corp is based on 120 Patents pending, only the runway slope patent is valued in this forecast. The patents are also useful for other industries but for this moment we are concentrating on the (social) value of CO2 an Fuel savings. Most of the larger airports are in governmental ownership but all over the world sale-out is an actual item.

Between contracting and operations we held a five year period to give planning and development enough time for realisation.

TRUN-OVER AND NET PROFIT	2008	2009 - 2010	2011 - 2015	2016 - 2025	2026 - 2050
Scenario	Middle	Middle	Middle	Middle	Middle
Presentation and SWOT workout Weeks	2	4	9	15	36
" Cost, 75%	-1	-3	-7	-11	-27
License Contracts	12	45	135	282	510
" Cost, 10%	-1	-5	-14	-28	-51
License Operations	0	0	10.364	124.315	957.023
" Cost, 2%	0	0	-207	-2.486	-19.140
Stock mission Cost, 2%	-320				
Own Airport Redemptions	-68	-1.483	-1.618	-5.201	-71.046
Mortgage Interest 4%		-366	-999	-6.425	219.408
Standard Activities Own Airports	683	3.271	8.921	57.365	1.959.002
Fuel Saving Income Own Airports	0	0	1.382	21.160	788.137
SUM	375	3.312	20.583	200.611	3.685.489
Corp. Income Tax, 32%	-120	-1.060	-6.587	-64.196	-1.179.357
NET PROFIT (before dividend)	255	2.252	13.997	136.416	2.506.133
Inflation Corrected	249	2.066	11.768	95.121	1.119.379
Probability Correlated & I.C. NET RPOFIT	242	1.963	10.150	64.207	265.853

Dividend and Reserves

By investing in existing airports at start we will gain the first income and dividend. License contracting and later operations show growing dividend through the years. For a sharp vision on the outcome we calculated also the cash value.

Besides the cash reserve there is a 30% mortgage reserve on the fixed assets.

The results are that solid that we find it great joy to invite you to become one of the Starrport Corp investors. All over it guaranties a good (investors) climate.

With Respect and Kind Regards,
StarrPort Corporation – under construction



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P.S. New figure 2008 on www.starrportcorp.com/investors.html