

AVANTAIR, INC.
(OTCBB: AAIR)
WWW.AVANTAIR.COM

Recent Closing Price (3/4/10):	\$2.30
52 Week Range:	\$1.00 - \$2.35
Shares outstanding (2/12/10):	26.3
Market Cap:	\$60.5M
Fiscal year end:	June 30

INVESTMENT HIGHLIGHTS

Only publically traded stand-alone private aircraft operator

Uniquely positioned as the sole fleet provider of the Piaggio Avanti in North America

Superior growth rates relative to private aviation market

Recurring revenue stream via fractional share and Axis membership sales

Substantial operating leverage inherent to business model offers path to sustainable profitability

Large addressable market opportunity with compelling secular and economic drivers spurring demand for lower-cost alternatives within the private aviation market

RECENT COMPANY NEWS

- **2/23/10:** Avantair Carries Aid to Haiti
- **2/09/10:** 2Q FY 2010 Results: 2nd Consecutive Quarter of Operating Profitability and Record Gains in Flight Hour Cards Sold, Axis Club Membership Sales and Flight Hours
- **11/16/09:** 1Q FY 2010 Results: Achieves Quarterly Operating Profitability Through Industry Downturn
- **10/27/09:** Record Gains in Flight Time Cards Sold and Flight Hours Flown
- **10/22/09:** Avantair Offers Lowest Fuel Burn and Carbon Emissions in the Industry
- **10/20/09:** Completed Financing for Gross Proceeds of \$10.4M and Added Four Aircraft to its Fleet

OVERVIEW

Avantair is the only publicly traded stand-alone private aircraft operator and the sole North American provider of fractional shares and flight hour cards in the Piaggio Avanti aircraft – the roomiest, quietest, safest and most fuel efficient aircraft with the lowest operating cost in the light jet category.

Avantair offers private travel solutions for individual and business use at a fraction of the cost of whole aircraft ownership through fractional ownership interest and flight hour card usage of its professionally piloted aircrafts. As of March 2010, Avantair's fleet consisted of 55 aircraft, composed of 46 aircraft for fractional ownership, 5 company-owned core aircraft and 4 leased and company-managed aircraft.




Avantair has demonstrated considerable financial growth in recent quarters. The closing of its recent financings for a total of \$9.9 million in net proceeds augments its ability to execute on its growth strategy. This infusion of cash enables Avantair to further improve its capital structure and significantly improve cash flow.

The Company's fiscal 2010 second quarter fleet expansion, with the addition of four aircraft, enables Avantair to keep pace with the strong demand for its flight programs. Positive trends in the business including gains in revenues, flight hours, fleet size and headcount demonstrate that Avantair is taking a growing share of the private aircraft market. At a time when its competitors are downsizing, Avantair continues to grow at a record pace.

With its infrastructure and improved balance sheet, Avantair is poised to reach new levels of success in fiscal 2010 as the number one value provider in private travel.

BUSINESS POSITIONED FOR GROWTH

Avantair generates revenues primarily through the sale of fractional ownership shares of aircraft, by providing maintenance and management services related to these aircraft and from the sale of flight hour cards providing either 15 or 25 hours of annual flight time access to its aircraft fleet either individually or through the Company's Axis Club Membership program. Avantair initiated the Axis Club Membership program in January 2009 to bridge the gap between the financial commitment of a fractional share and flight hour time cards and promote further expansion of its market share.

Avantair Fractional Ownership	AXIS Club Membership by Avantair	Edge Time Card
 <p>Hourly Operating Cost* \$2,610 (1/16th share)</p>	 <p>Hourly Operating Cost* \$3,725 - \$4,440</p>	 <p>Hourly Operating Cost* \$4,515 (25 hour card)</p>
<p>Program Highlights</p> <ul style="list-style-type: none"> ➤ One-time acquisition cost; no hourly cost ➤ Customizable fractional share sizes ➤ 5 year term ➤ No restricted travel days ➤ Expanded Primary Service Area ➤ Lower hourly operating cost than other fractional programs <p>Financial Model</p> <ul style="list-style-type: none"> ➤ Paid in cash up-front with revenue amortized over 60 months ➤ ~\$1M gross profit per fractionalized aircraft ➤ Maintenance and management fees provide recurring monthly revenues ➤ Growth in fractional shares add incremental monthly fees on growing base 	<p>Program Highlights</p> <ul style="list-style-type: none"> ➤ One-time membership fee ➤ Tiered membership options to fit customer travel needs ➤ 3-year term ➤ No restricted travel days ➤ Expanded Primary Service Area ➤ Fractional conversion and upgrade options available <p>Financial Model</p> <ul style="list-style-type: none"> ➤ Membership fee is paid in cash up-front with revenue amortized over 36 months ➤ Flight hour time card sales paid in cash up-front with revenue recognized when hours are used ➤ Membership fee may be applied toward the purchase of a fractional share 	<p>Program Highlights</p> <ul style="list-style-type: none"> ➤ All inclusive, one-time cost ➤ 15 or 25 hour cards available ➤ 12-month term ➤ Only 10 restricted travel days per year ➤ Expanded Primary Service Area ➤ Conversion options available <p>Financial Model</p> <ul style="list-style-type: none"> ➤ Flight hour time card sales are paid in cash up-front with revenue recognized when hours are used

*Includes FET

AVANTAIR COMPETITIVE ADVANTAGES

Sole fractional share and flight hour time card fleet operator of the Piaggio Avanti

- Lowest fuel burn and fuel surcharge with an average 40% more fuel efficient and 35% less carbon emissions than comparable jets*
- Largest cabin in category and short runway capability

Substantial leverage in business model

- Increase in fleet size reduces operating costs and provides an opportunity for significant margin growth

Single type aircraft fleet

- Provides lower maintenance/training costs and fewer parts in inventory

Company-owned fixed base operations (FBOs)

- Full service FBO provides fuel, ground support and maintenance services

* Source: Aviation Research Group US (ARG/US), October 2009

MARKET OPPORTUNITY

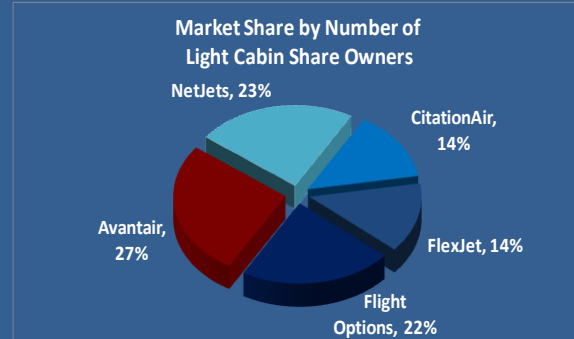
Compelling secular and economic drivers are spurring demand for lower-cost alternatives within the private aviation market in both fractional ownership and card members. In 1986, there were a mere three fractional owners compared with 5,593 owners today¹. Flight hour time card programs represent a new growth segment for the industry as an exciting alternative to fractional ownership. With approximately 2.5 million high net worth individuals in the US and unfavorable conditions for travelers in the commercial aviation market, Avantair is well positioned to capitalize on companies and individuals seeking affordable private travel solutions.

Avantair boasts substantial marketing leverage from its growing customer base from both existing and new business. In second quarter of fiscal 2010, Avantair's renewal rate among its fractional owners was approximately 91%, and approximately 20% of Avantair's new customer sales were to customers new to private air travel. Importantly, Avantair is the **only** nationally recognized program operator experiencing flight hour growth across all private aircraft categories².

¹Source: AvData Fractional Aircraft Report, October 2009

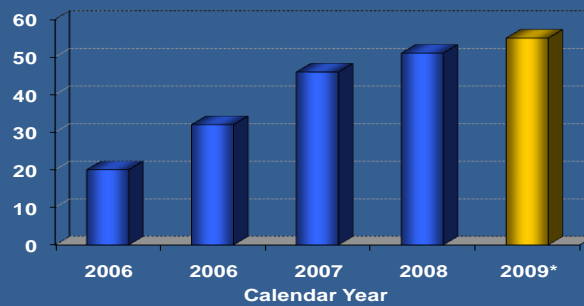
²Source: Aviation Research Group US (ARG/US), October 2009

Avantair has the largest market share in the light-cabin category as measured by number of owners and fractional hours under management, sold-to-in-service ratio (80%), and the strongest growth in fleet size



In the last three years, Avantair's fleet grew by 59% while major competitors' light-cabin fleet shrunk by 21%

Aircraft in Fleet



*As of December 2009

Source: AvData Fractional Aircraft Report, November 2009

PIAGGIO AVANTI AIRCRAFT

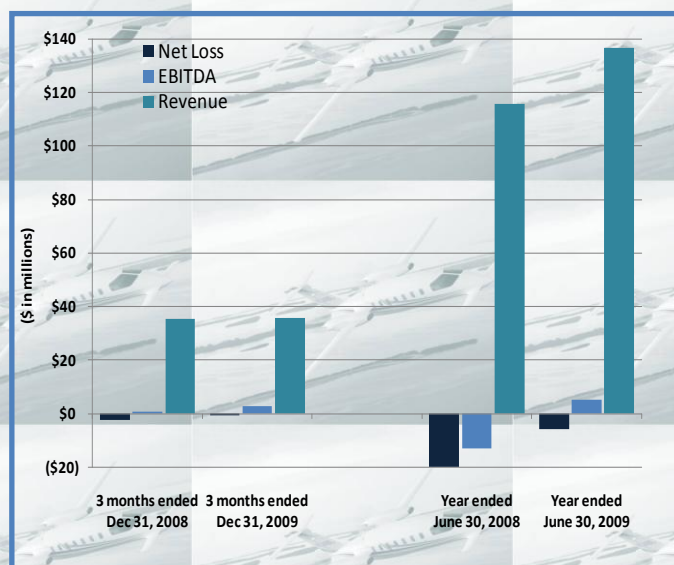
As the best value in the private aircraft industry, the Piaggio Avanti offers an unparalleled combination of comfort, speed, performance, safety and efficiency. As of December 2009, Avantair had 55 aircraft in its fleet and has 52 additional Piaggio Avanti aircraft on order through 2013. Based on its larger fleet size, Avantair is realizing economies of scale through fleet expansion that drives recurring maintenance and management fees, reduces non-revenue repositioning flights and charter costs and decreases overall costs of flight operations.

Avantair's standard setting aircraft offer eco-friendly operations that provide luxurious private jet travel with a minimum carbon footprint. In addition to the lowest fuel burn, Avantair's fleet is the first in the industry to offset aircraft carbon emissions. In 2007, Avantair partnered with TerraPass, a company focused on funding US clean energy and green house gas reduction projects. Under this program, Avantair purchases TerraPass credits for all of its new fractional owners, offsetting over 5.8 million pounds of carbon dioxide.

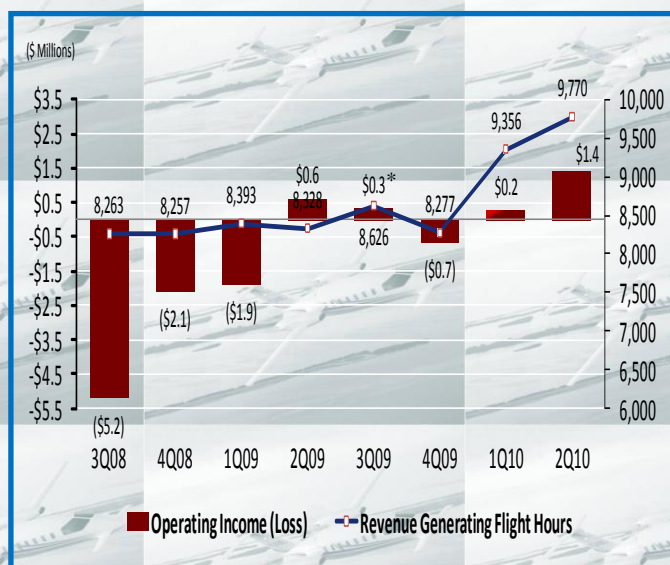


FINANCIAL HIGHLIGHTS

Revenue and Operating Results



Operating Income (Loss) and Revenue Generating Flight Hours



* Excludes a \$2.95 mil nonrecurring credit resulting from the termination of a vendor contract and reimbursement for services not performed

The Company believes that EBITDA (results from operations before depreciation and amortization) is useful to investors as it excludes certain non-cash expenses that do not directly relate to the operation of aircraft. This measure is a supplement to generally accepted accounting principles (GAAP) used to prepare the Company's financial statements and should not be viewed as a substitute for GAAP measures. In addition, the Company's non-GAAP measure may not be comparable to non-GAAP measures of other companies. Income from operations, which the Company believes to be the most directly comparable GAAP financial measure, would include depreciation and amortization expense.

Depreciation and amortization expense was approximately \$5.2 million and \$3.6 million for the years ended June 30, 2009 and 2008, respectively, resulting in income from operations of approximately \$38,000 for the year ended June 30, 2009 and a loss from operations of approximately \$16.6 million for the year ended June 30, 2008.

Depreciation and amortization expense was approximately \$1.4 million and \$1.3 million for the three months ended December 31, 2009 and 2008, respectively, resulting in income from operations of approximately \$1.4 million for the three months ended December 31, 2009 and a loss from operations of approximately \$0.6 million for the three months ended December 31, 2008.

REVENUE BREAKDOWN

(\$ in millions)	Three Months Ended December 31,		Year Ended June 30,	
	2009	2008	2009	2008
Fractional aircraft sold	\$11.2	\$14.4	\$51.9	\$43.4
Maintenance and mgmt. fees	\$18.3	\$17.7	\$70.7	\$58.2
Charter card and Axis Club membership revenue	\$5.0	\$2.1	\$9.4	\$7.2

EXPERIENCED ENTREPRENEURIAL LEADERSHIP

Steven F. Santo
CEO & Avantair Founder

Former NY Assistant District Attorney, Former Managing Partner, Fields, Silver & Santo, Former CEO of Skyline Aviation, aircraft leasing company, Pilot for 20 years

Richard Pytak
CFO

Former Treasurer at Gibraltar Industries
Former Senior Manager at PWC

Kevin Beitzel
COO

Former EVP of Maintenance and Operations, over 20 years in aviation industry, 16 years with US Airways

FORWARD LOOKING STATEMENTS: This document may contain forward-looking statements within the meaning of the Private Securities Litigation Reform Act. Forward-looking statements speak only as of the date they are made, and Avantair assumes no duty to and does not undertake to update forward-looking statements contained in this document. Actual results could differ materially from those anticipated in forward-looking statements and future results could differ materially from historical performance.

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