

Statement with regards to SIPRI Policy Paper Number 24

I have now had the opportunity to read the full SIPRI Policy Paper Number 24 issued May 2009.

At the outset I want to make clear that neither SIPRI nor the authors of the paper Mr Hugh Griffiths and Mr Mark Bromley attempted to contact Avient to cross check the authenticity or voracity of the claims/accusations they are making with regards to Avient within the paper itself or indeed the Executive summary.

Firstly the executive summary includes a picture of one of our DC10-30F aircraft being loaded at Berlin's Schoenefeld Airport. It does not mention the reason for the picture within the text body but by inference accuses Avient of being one of the airlines being targeted and thus of questionable status and indicating that Avient should not be used by Government's or NGO's and indeed should be essentially 'targeted' as either unsafe or have questionable background. These insinuations are insidious and without foundation and proof.

With regards to the main report

The Introduction

The constant use of the word 'actor' again promotes an evocative response of people/persons who are in fact taking part in a fictional escapade. The Aviation industry is heavily regulated and populated by very professional people. Like every walk of life there are elements who abuse that industry but is wrong to categorize companies without formal proof.

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Quote

Examples of this typology include Avient, a company registered in Zimbabwe with associated operations in France and a self-declared business relationship to United Arabian Airlines of Sudan. United Arabian Airways has been recommended fro an aviation ban by the UN for reported involvement in repeated arms embargo violation flights to Darfur.

Unquote

A simple call to check this statement would have been answered in the following manner

1. Avient had in fact a relationship with the owners of the DC8 aircraft which was operated on the United Arabian Airlines callsign
2. During all the time Avient marketed this aircraft we have maintain all flight documentation /AWB's to prove that all cargo and flights were carried out in accordance with Internationally acceptable legal practices and they did not carry cargo to Darfur. These flight documents are maintained for five years and are open for inspection by any applicable authority at any time.
3. The DC8 aircraft of United Arabian Airlines was de registered from Sudan in September 2007.
4. Avient ceased to be involved with this aircraft and the owners of the aircraft in April 2008.

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1. Avient Airlines does not exist.
2. Neither Avient nor Avient Aviation have or have had a relationship as portrayed with Astral Aviation

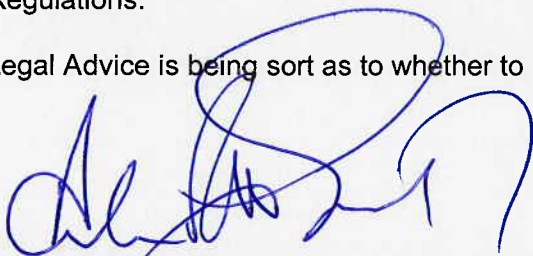
Conclusion

All the references and inferences attaching to Avient are factually incorrect, at no stage has any attempt been made to contact Avient by SIPRI or the authors.

Potentially no cross checks have been made as to the authenticity of other statements made concerning a number of airlines and organisations

The report is written in an emotive fashion and without a clear understanding of Aviation Regulations.

Legal Advice is being sort as to whether to progress action.



Andrew R H Smith
Managing Director
Avient

17th May 2009

