

# Gulfstream

PRODUCT SUPPORT

## PROPOSAL

Prepared for

Gulfstream G550 Serial Number 5173  
JEGE, LLC  
Mr. Larry Visoski

Presented by

Rusty Cramer  
Regional Sales Manager, Gulfstream Aerospace

Gulfstream Proposal # [REDACTED]

27 July 2017

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## PART I. Workscope Description

### A. INTERIOR REFURBISHMENT

Not Requested

### B. AVIONICS / CABIN ELECTRONICS

Not Requested

### C. MECHANICAL

Not Requested

### D. PAINT

#### 1. Aircraft Paint

##### 1.1 Option 1- Full Paint ..... \$269,462

The preparation and application of the exterior paint will be applied in accordance with the procedures and specifications outlined in the Gulfstream Aerospace Material and Process Specification (GAMPS 4000) and will include the following Customer specified elements:

- The existing paint will be removed from the aircraft.
- Composite surfaces will be scuff sanded to remove the gloss from the existing paint.
- The main entrance Airstair door, Airstair door jamb, and baggage door jamb will be painted to match the primary fuselage color.
- The inside of the landing gear doors will be painted with the same base color as the outside surface.
- The landing gear will be cleaned.
- Wing walks will be applied in accordance with approved data.
- A new radome boot will be applied.
- All antenna leading edges will have erosion tape applied.
- Previously polished metal surfaces will be buffed.
- The inside surfaces of the airbrakes will be painted.
- After completion of the exterior paint, a weight and balance will be performed on the aircraft.
- Any items not listed above will be quoted on a per item basis by the Gulfstream facilities Paint Operations Manager, including labor and materials on a Work Change Request (WCR).

In addition to the paint specifications listed above, the following standard Gulfstream Aerospace Paint Specifications will be incorporated:

- The existing paint will be removed from the aircraft.
- Composite surfaces will be scuff sanded to remove the gloss from the existing paint.
- The main entrance Airstair door, Airstair door jamb, and baggage door jamb will be painted to match the primary fuselage color.
- The inside of the landing gear doors will be painted with same base color as the outside surface.
- The landing gear will be cleaned.
- Wing walks will be applied in accordance with approved data.
- A new radome boot will be applied.
- All antenna leading edges will have erosion tape applied.
- Previously polished metal surfaces will be buffed.
- The inside surfaces of the air brakes will be painted.
- After completion of exterior paint, a weight and balance will be performed on the aircraft.
- Any items not listed above will be quoted on a per item basis by the Gulfstream facility's Paint Operations Manager, including labor and materials on a Work Change Request (WCR).

## PART I. Workscope Description (continued)

### D. PAINT (continued)

#### 1. Aircraft Paint (continued)

##### 1.2 Option 2 - Fuselage and Tail Paint ..... \$218,167

The preparation and application of the exterior paint will be applied in accordance with the procedures and specifications outlined in the Gulfstream Aerospace Material and process specification (GAMPS 4000) and will include the following Customer specified elements:

- The fuselage will be painted in a single customer selected non-pearl type color.
- Two (2) aircraft registration markings will be applied.
- The existing paint will be scuff sanded to remove the gloss from the existing paint.
- Composite surfaces will be scuff sanded (where required) to remove the gloss from the existing paint.
- The main entrance Airstair door, Airstair door jamb, and baggage door jamb will be painted to match the fuselage color.
- The landing gear will be cleaned.
- A new radome boot will be applied.
- All antenna leading edges will have erosion tape applied.
- Previously polished metal surfaces will be buffed.
- After completion of the exterior paint, a weight and balance will be performed on the aircraft.
- Any items not listed above will be quoted on a per item basis by the Gulfstream facilities Paint Operations Manager, including labor and materials on a Work Change Request (WCR).

Note: This proposal assumes that the existing paint in all areas to be painted is in such condition that allows for the process of sanding and then painting.

If upon evaluation by GAC it is found that the existing paint does not meet this requirement, stripping of the existing paint will be required. Consequently additional labor and materials will be required and addressed via Time & Materials. GAC does not recommend stripping of the fuselage only and cannot guarantee that the stripping chemicals will not adversely affect the existing wing paint.

In addition to the paint specifications listed above, the following standard Gulfstream Aerospace paint specifications will be incorporated:

- The existing paint will be removed from the aircraft.
- Composite surfaces will be scuff sanded to remove the gloss from the existing paint.
- The main entrance Airstair door, Airstair door jamb, and baggage door jamb will be painted to match the primary fuselage color.
- The inside of the landing gear doors will be painted with the same base color as the outside surface.
- The landing gear will be cleaned.
- Wing walks will be applied in accordance with approved data.
- A new radome boot will be applied.
- All antenna leading edges will have erosion tape applied.
- Previously polished metal surfaces will be buffed.
- The inside surfaces of the airbrakes will be painted.
- After completion of the exterior paint, a weight and balance will be performed on the aircraft.
- Any items not listed above will be quoted on a per item basis by the Gulfstream facilities Paint Operations Manager, including labor and materials on a Work Change Request (WCR).
- Any items not listed above will be quoted on a per item basis by the Gulfstream facility's Paint Operations Manager, including labor and materials on a Work Change Request (WCR).

## PART I. Workscope Description (continued)

### D. PAINT (continued)

#### 1. Aircraft Paint (continued)

##### Composite Surfaces:

- All composite parts will be scuff sanded to remove the gloss from the existing paint. Composite surfaces that exhibit pre-existing cracking, peeling, or extensive erosion may require strip sanding at additional expense. Composite components that require repairs over and above normal sanding will be evaluated and quoted separately.
- In the event the Customer does not wish to approve the WCR from the paint manager to properly strip sand the composite surfaces due to the specified reasons, Gulfstream will not warranty adhesion of any newly applied primer or paint to composite surfaces due to a failing preexisting primer and paint system.

##### Excessive Paint Thickness:

Gulfstream Aerospace material specifications provides limitations on total paint thickness (MIL's) which is critical for paint quality and long life. Surfaces that have extensive existing paint thickness may require additional steps to remove the existing topcoat. Depending upon the extent of the additional steps required, total cost and down time may be affected.

Hazardous Waste Fees: The quoted amount includes the hazardous waste stripper disposal fee.

##### Exterior Paint Warranty Provisions:

All paint applications, excluding pearl (mica, pearl, and metallic) paint, furnished and installed by Gulfstream will be warranted to be free from defects of workmanship for a period of 1200 aircraft flying hours or two (2) years (whichever occurs first). This warranty does not apply to any normal paint erosion or wear caused by forces of nature. Gulfstream's liability covers repainting a part or parts at a Gulfstream facility.

##### Deposit Prior To Scheduling:

A non-refundable deposit of \$50,000 must be received prior to the scheduling of an aircraft to be stripped and repainted. If a deposit is not received within fourteen (14) days after proposal acceptance, the slot will be forfeited. Deposits must be received in one (1) week if there are fewer than forty-five (45) days until induction.

**PART I. Workscope Description (continued)**

**D. PAINT**

**1. Aircraft Paint (continued)**

**1.3 Exterior Paint Additional Options ..... See Below**

The following optional items will be additional to the standard base paint price:

Single Color Fuselage with A Pearl Type Paint	\$74,651
Two (2) Tone Fuselage with Both Colors Being Non-Pearl Colors	\$13,901
Two (2) Tone Fuselage with One (1) Pearl and One (1) Non-Pearl Color	\$37,325
Two (2) Tone Fuselage with Both Colors Being Pearl Type Paint	\$88,552
Two (2) Tone Tail	\$7,072
Paint Tail with Pearl Paint	\$29,305
Two (2) Tone wings	\$7,950
Paint wings with pearl paint	\$34,678
Add Additional Stripes with non-pearl paint (Each)	\$7,009
Add Additional Stripes with pearl paint (Each)	\$13,761
Upper Wing National Registration	\$5,191
Lower Wing National Registration	\$5,191
Temporary Registrations (Covers All Registration Markings)	\$2,418
Additional flags (each)	\$4,268
Additional Writings (Each)	\$5,191
Additional Logos (Each)	\$6,369
Paint Landing Gear	\$12,555
Paint Gear Wells	\$40,666
Apply Thrust Reverser Clear Coat	\$12,555
Clean and Touchup Wing Rear Beam	\$24,815
Paint the Boiler Room Door and Jamb	\$1,331
Paint Inside the Engine Cowls	\$12,920
Paint Inside of External Access Covers	\$12,555
Strip Sanding of Composite Components	\$30,407
Apply Protective Teflon Coating	\$7,875

**2. Photographic Documentation**

**2.1 Photographic Documentation ..... No Charge**

Photographic Documentation at no charge to Customer may be taken in accordance with the following agreement between the Customer and Gulfstream.

Should the Customer like to participate in this Photographic Documentation, please review the following agreement and authorize by accepting this item on the proposal summary page.

Agreement:

Gulfstream reserves the right to photographically document the outfitting process and the refurbished aircraft. All Photographic Documentation is accomplished at Gulfstream's discretion.

Gulfstream reserves the right to use in advertising, on the Gulfstream Internet sites, Gulfstream Videos, promoting or otherwise supporting the business of Gulfstream, including without limitation copying, reproduction, publishing in a Before and After coffee table book, in whole or in part, individually or in conjunction with other materials.

The aircraft and ownership information will not be included in any public publication.

Buyer is provided with the following photography after aircraft delivery:

- One (1) electronic copy of aircraft photography

## PART II. Contingencies and Assumptions of Proposal Offer

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Unless expressly stated otherwise in writing, this proposal and the Workscope pricing information included in Part I Workscope, ("Proposal") is based upon the following contingencies and assumptions associated with the activity and work required for the work scope defined in Part I Workscope ("Work"). Additional charges for any Customer-approved Work ultimately performed on Gulfstream G550 aircraft, Serial Number 5173 ("Aircraft"), which is beyond the scope of this Proposal will be billed on a time and materials basis, except as otherwise expressly agreed in writing between the parties. The term Customer shall refer to JEJE, LLC ("Customer") in this Proposal.

### A. ESTIMATED LEADTIME

This Proposal provides for leadtimes. Leadtime is an estimate expressed in calendar days to allow for planning and scheduling of the Aircraft service visit. Leadtimes commence upon Gulfstream's receipt of Customer's signed Proposal and material callout selections. Leadtimes may be addressed by other relevant contingencies set out in this Proposal.

### B. ESTIMATED DOWNTIME

This Proposal provides for downtime. Any downtime estimates included in this Proposal are based upon Gulfstream's general understanding of the time required to accomplish the work outlined in this Proposal. Said understanding is in turn based upon Customer satisfying any leadtime requirements. Estimated downtime may be adjusted depending on the final induction schedule and mutually agreed facility selected for completion of the Work. For the avoidance of doubt, any expression of downtime is only provided as an estimate. This estimate is not a contractual commitment by Gulfstream.

Estimated downtime is stated in working days, defined as Monday through Friday, excluding applicable recognized local holidays. If additional Work is required beyond that specifically identified in this Proposal, then the estimated downtime may be extended by Gulfstream. Estimated downtime may increase or decrease depending upon the availability of the mutually agreed facility selected for completion of the Work.

### C. PRICING AND SCHEDULING TERMS

This Proposal is contingent on all Work being accomplished during a single coordinated maintenance visit.

The quoted prices contained herein are valid (i) if the Proposal is signed and returned to Gulfstream within ninety (90) days of the date of the Proposal, and (ii) the Work is scheduled to be accomplished at a mutually agreeable facility and time within six (6) months from the date of this Proposal, and within the same calendar year as the date of this Proposal. Gulfstream reserves the right to adjust the pricing in this Proposal if the foregoing conditions are not satisfied.

Unless otherwise indicated on the face of this Proposal, any proposal for Work in a Gulfstream US facility is valid for each Gulfstream US facility. Proposals for work at any non-US Gulfstream facilities are specific and binding only as to the facility identified on the Proposal.

**Overtime:** Gulfstream will not charge overtime for the Work required in this Proposal, unless there are (i) Discovered Discrepancies as addressed below, (ii) Changes documented on Work Change Requests (WCRs) as described below, or (iii) Customer requests to accelerate the estimated downtime for any Work. Customer must approve all overtime activity prior to Gulfstream performing and billing for overtime.

**Discovered Discrepancies:** Except as specifically identified in PART I Workscope, this Proposal does not include repairs to the Aircraft resulting from discrepancies in the Aircraft (including without limitation corrosion) discovered during the performance of the agreed Workscope. All discovered discrepancies will be corrected upon request at additional charge and with additional downtime. This process is further described in the Changes ("WCRs") paragraph.

## PART II. Contingencies and Assumptions of Proposal Offer (continued)

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### C. PRICING AND SCHEDULING TERMS (continued)

**Changes ("WCRs"):** This Proposal is subject to further financial and schedule modification, which will be documented on work change requests ("WCRs") presented to the Customer for approval, if any of the following occurs:

- Subsequent to the date of this Proposal, a relevant aviation regulatory authority or OEM (including Gulfstream) publishes any change in relevant technical documentation which affects the Workscope.
- Additional billable work, which is not specifically delineated in the Workscope, is required to perform the quoted Workscope. This additional work may include by way of example relocation of existing aircraft equipment, beyond that already defined in the Workscope, due to space limitations.

**Consumables:** There will be a 4.0% charge for consumables, to a maximum of \$5,000, on all work orders containing labor revenue charges. This charge will be calculated based on the total labor revenue man-hours invoiced on the work order. Only invoices defined as "Road Trip Invoice" will be exempt from this charge.

**CFE, Drop Shipments and Handling Fees:** Customer furnished parts or equipment ("CFE") and drop shipments made by the Customer to Gulfstream will be subject to a handling fee of 15% based on current manufacturer list price of the part or item furnished. The handling fee will not apply to parts originally purchased from Gulfstream. Proof of purchase from Gulfstream must be shown to waive the handling fee.

**Third Party Vendors:** Any estimates given for vendor parts, materials, or services provided to Gulfstream by outside vendors, whether for repair, calibration, overhaul, exchange or the like, are subject to adjustment based upon the actual charges billed to Gulfstream by such outside entity.

**Excluded fees, taxes, etc.:** All prices stated herein are exclusive of freight, fuel, flight costs, environmental fees, and/or any applicable taxes.

**Exchange Services – Retention of Removed Equipment:** Any parts exchanged as part of the Workscope, and related price adjustments will be governed by Gulfstream's then current parts exchange program. Except as specifically identified in PART I Workscope, equipment removed as part of the Workscope will become the property of Gulfstream.

**PlaneParts®:** Except as specifically identified in a PART I Workscope, this Proposal does not take into account any parts provided under Gulfstream's PlaneParts® program. To enroll or learn more about the PlaneParts® program please visit <http://www.gulfstream.com/product-support/support-services/planeparts>.

### D. GENERAL CONTINGENCIES

**Requirement for Customer Furnished Records:** This Proposal is based upon the Aircraft being in the configuration, and containing the equipment, as indicated in Gulfstream CMP records and any records supplied by Customer to support this Proposal.

This Proposal is also contingent upon the Customer supplying, upon induction or within leadtimes, all avionic, electrical, system, interior or structural drawings, diagrams, analysis and records, which accurately represent the current condition of the aircraft ("Customer Records"), as approved by the relevant aviation authority, and which are required by Gulfstream to conduct the Work.

Any changes which are required to be made by Gulfstream to the Customer Records, or due to the inadequacy of the Customer Records, in connection with the Work, will be subject to additional charges. These additional charges will be documented pursuant to the Changes ("WCRs") clause and subject to Customer approval.

## PART II. Contingencies and Assumptions of Proposal Offer (continued)

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### D. GENERAL CONTINGENCIES: (continued)

**General Exceptions:** Except as specifically identified in PART I Workscope:

- **Aircraft Preservation:** This Proposal does not include any preservation tasks related to the Aircraft, its engines or systems. Customer is responsible for making certain that all specific preservation tasks related to the Aircraft, its engines or systems, which are required or may become required while the Aircraft is at Gulfstream's facility for the Workscope, are identified on the Work Order.
- **Certification Basis:** All Work to be accomplished by Gulfstream under the Workscope, assumes the Aircraft is operated in compliance with FAR Part 91 or the equivalent not-for hire operating rules of the relevant aviation authority.
- **Non-standard Equipment:** Gulfstream is not responsible for vendor to vendor incompatibilities which may be discovered during the course of the installation.
- **Manuals – Modifications:** Changes to the Aircraft's Completion Center Maintenance Handbook (CCMH) or Cabin Operating Manual (COM) are not included as part of this Proposal. Should a modified CCMH or COM be requested by the Customer, it may be provided at additional charge. Any changes to the Aircraft's Minimum Equipment List ("MEL") are the Customer's responsibility and are not included herein.
- **Access, Closure, Removal and Replacement:** Access and closure, removal and replacement required to perform the Workscope are not included as a part of this Proposal.

**Touch-Up Paint:** For aircraft with standard Gulfstream paint schemes (one (1) base color and two (2) stripes), the sealing and touch-up (by brush) of panels is included in the Workscope. Aircraft with non-standard paint schemes will be subject to an additional charge for the additional time required to complete the paint touch-up.

**Unused Wiring:** Any existing wiring or tubing made obsolete by the Work will be capped and stowed. Wiring or tubing removal, if requested by the Customer, will be at additional charge.

**Termination after acceptance of Proposal:** Unless the Customer has specifically directed otherwise, once the Proposal is signed and returned to Gulfstream, and prior to the Workscope being scheduled in accordance with Section C Pricing and Scheduling Terms, this Proposal shall be binding upon Gulfstream as to the prices set forth herein. All preliminary engineering materials and components ordered to support the Workscope, any labor expended, any restock charges incurred, and any other direct costs supporting the Workscope are chargeable to the Customer if the proposed Workscope is thereafter canceled by the Customer. If materials or components cannot be returned to their respective vendor(s), Customer will be billed in full for these items. In such case, the materials and components become the property of the Customer. If the Work is rescheduled for a later arrival, these charges will be applied to the rescheduled visit, as appropriate.

**Confidentiality:** This Proposal and any related documents are strictly confidential between Gulfstream and Customer and will not, without the prior written consent of the other party, be disclosed by either party, in whole or in part, to any third party except to such party's accountants, lawyers, and bankers, and Gulfstream's suppliers, provided such third parties agree to confidentiality as may be necessary for either party to carry out its obligations or enforce its rights pursuant to this Proposal.

### E. ADDENDUM TO PROPOSAL AND WORK AUTHORIZATION TERMS AND CONDITIONS

**Not Applicable**

## PART III. Payment Terms and Remittance Instructions

For customers with available credit, and except as set forth below, payment terms are net 30 days from date of invoice. Unless otherwise agreed in writing, for Work estimated to exceed One Hundred Thousand Dollars (\$100,000.00) but less than Three Million Dollars (\$3,000,000), Customer agrees to make progress payments on the following schedule: 50% of the estimated amount prior to commencement of Work on the Aircraft, and final payment of the remaining 50% 30 days from the date of final invoice. For Work estimated to exceed Three Million Dollars (\$3,000,000), Customer agrees to make progress payments on the following schedule: 30% of the estimated amount prior to commencement of Work on the Aircraft, 30% at the midpoint of the Work as reasonably established by Gulfstream, 30% 30 days prior to the date of projected delivery as reasonably established by Gulfstream. Additional deposits may be required for long-lead or special purchased parts, which are not refundable, should the visit be cancelled or work scope changed to eliminate those items. Additional deposits may also be requested if there is a significant amount of growth in the scope of the Work, including significant material costs. If any portion of an invoice is disputed, then Customer shall nevertheless pay all undisputed amounts per this schedule. In any and all cases, Gulfstream shall not be required to release Customer's Aircraft to depart if Customer's total outstanding balance owed to the Gulfstream Parties exceeds the lesser of One Hundred Fifty Thousand (\$150,000.00) or Customer's available credit limit. All sums past due bear interest at the lesser of 1.5% per month, or the maximum rate allowable by law, plus reimbursement for attorney fees and other costs of collection. For customers without available credit, including those without open credit terms (cash in advance, cash on delivery, etc.), as additional items are added to the Work, additional progress payments may be required to continue Work on the Aircraft and all remaining outstanding balances must be paid prior to Aircraft departure.

See the Work Authorization terms and conditions for further details on payment terms.

**Notwithstanding the foregoing, if Gulfstream has been requested to perform Aircraft/Records and Condition Survey and/or other inspections associated with the Customer's due-diligence or appraisal inspection prior to closing of an aircraft sales transaction (together referred to as the "Pre-buy Survey") the following payment terms apply:** Payment of fees and costs incurred for the Pre-Buy Survey are payable in advance of the inspection and/or any related activity being performed. Acceptable methods of payment related to the Pre-Buy Survey and supporting aircraft sales transactions include payment via wire transfer/ACH, certified check and Gulfstream accepted credit card. All costs incurred in remediation of discrepancies documented during the Pre-Buy Survey or required in conjunction with the supporting aircraft sales transaction are due immediately upon completion of the Pre-Buy Survey and all associated Work and prior to the departure of the aircraft. This Section III applies to all Customers, including those who have available credit. Prior to conducting any Pre-Buy Survey activities, the owner of the Aircraft subject to the activities must acknowledge its approval for the activities to occur, and its acceptance of the Pre-Buy Survey Work Authorization Addendum and hold harmless agreement and the payment terms above. Notwithstanding the Pre-Buy Survey payment terms above, Gulfstream maintains its right to assert a lien against the aircraft for any unpaid services to extent provided by applicable law.

### Remittance can be made to the following:

#### CHECKS:

Gulfstream Aerospace Corporation  
P.O. Box 730349  
14800 Frye Road  
Ft. Worth, TX 76155

#### (Overnight)

Gulfstream Aerospace Corporation ([REDACTED])  
c/o JP Morgan Chase Bank, NA  
Dallas, TX 75373-0349  
[REDACTED]

#### WIRE TRANSFERS:

Gulfstream Aerospace Corporation  
JP Morgan Chase Bank, NA  
1 Bank One Plaza  
Chicago, IL 60670  
Account No. [REDACTED]  
[REDACTED]

#### BANK IDENTIFIERS

Fedwire Routing No. ([REDACTED])  
S.W.I.F.T. [REDACTED]  
ACH Credit Routing No. ([REDACTED])

Note: Please reference the Quote ID Number and one of the following (as applicable):

- Invoice Number
- Sales Order Number
- Job or Work Order Number
- Aircraft Serial or Registration Number
- Customer Account Number

## PART IV. Executive Summary and Proposal Acceptance

Please select items in Accept/Decline columns. Once an item is accepted, the amount will auto populate the total. (Please note that quoted dollars and downtime may vary based on concurrent work with accepted/declined items.)

**A. INTERIOR** (USD) **Accept** **Decline**

**B. AVIONICS / CABIN ELECTRONICS**

**C. MECHANICAL**

**D. PAINT**

1.	Exterior Paint			
1.1	Option 1 Full Paint	\$269,462	<input type="checkbox"/>	<input type="checkbox"/>
1.2	Option 2 Fuselage and Tail Paint	\$218,167	<input type="checkbox"/>	<input type="checkbox"/>
1.3	Exterior Paint Additional Options	See Below		
	Single Color Fuselage with A Pearl Type Paint	\$74,651	<input type="checkbox"/>	<input type="checkbox"/>
	Two (2) Tone Fuselage with Both Colors Being Non-Pearl Colors	\$13,901	<input type="checkbox"/>	<input type="checkbox"/>
	Two (2) Tone Fuselage with One (1) Pearl and One (1) Non-Pearl Color	\$37,325	<input type="checkbox"/>	<input type="checkbox"/>
	Two (2) Tone Fuselage with Both Colors Being Pearl Type Paint	\$88,552	<input type="checkbox"/>	<input type="checkbox"/>
	Two (2) Tone Tail	\$7,072	<input type="checkbox"/>	<input type="checkbox"/>
	Paint Tail with Pearl Paint	\$29,305	<input type="checkbox"/>	<input type="checkbox"/>
	Two (2) Tone wings	\$7,950	<input type="checkbox"/>	<input type="checkbox"/>
	Paint wings with pearl paint	\$34,678	<input type="checkbox"/>	<input type="checkbox"/>
	Add Additional Stripes with non-pearl paint (Each)	\$7,009	<input type="checkbox"/>	<input type="checkbox"/>
	Add Additional Stripes with pearl paint (Each)	\$13,761	<input type="checkbox"/>	<input type="checkbox"/>
	Upper Wing National Registration	\$5,191	<input type="checkbox"/>	<input type="checkbox"/>
	Lower Wing National Registration	\$5,191	<input type="checkbox"/>	<input type="checkbox"/>
	Temporary Registrations (Covers All Registration Markings)	\$2,418	<input type="checkbox"/>	<input type="checkbox"/>
	Additional flags (each)	\$4,268	<input type="checkbox"/>	<input type="checkbox"/>
	Additional Writings (Each)	\$5,191	<input type="checkbox"/>	<input type="checkbox"/>
	Additional Logos (Each)	\$6,369	<input type="checkbox"/>	<input type="checkbox"/>
	Paint Landing Gear	\$12,555	<input type="checkbox"/>	<input type="checkbox"/>
	Paint Gear Wells	\$40,666	<input type="checkbox"/>	<input type="checkbox"/>
	Apply Thrust Reverser Clear Coat	\$12,555	<input type="checkbox"/>	<input type="checkbox"/>
	Clean and Touchup Wing Rear Beam	\$24,815	<input type="checkbox"/>	<input type="checkbox"/>
	Paint the Boiler Room Door and Jamb	\$1,331	<input type="checkbox"/>	<input type="checkbox"/>
	Paint Inside the Engine Cowls	\$12,920	<input type="checkbox"/>	<input type="checkbox"/>
	Paint Inside of External Access Covers	\$12,555	<input type="checkbox"/>	<input type="checkbox"/>
	Strip Sanding of Composite Components	\$30,407	<input type="checkbox"/>	<input type="checkbox"/>
	Apply Protective Teflon Coating	\$7,875	<input type="checkbox"/>	<input type="checkbox"/>
2.	<b>Photographic Documentation</b>			
2.1	Photographic Documentation	No Charge	<input type="checkbox"/>	<input type="checkbox"/>

**QUOTED WORKSCOPE TOTAL BASED ON CUSTOMER ACCEPTED ITEMS**

\*Default value is set to \$0 until Customer selections have been made above.

\$0

## PART IV. Executive Summary and Proposal Acceptance (Continued)

### Schedule Planning Estimated Days

Estimated Leadtime<sup>1</sup> See Note

<sup>1</sup>The above leadtime is an estimate expressed in calendar days to allow for planning and scheduling of the Aircraft service visit and will commence upon Gulfstream's receipt of Customer's signed Proposal and material callout selections. Leadtimes may be addressed by other relevant contingencies set out in this Proposal.

**Note:** Estimated leadtime for paint is 42 calendar days. Please contact your Regional Sales Manager for paint slot availability.

### Estimated Downtime<sup>2</sup> 26 Working Days

<sup>2</sup>The above downtime estimate is based upon Gulfstream's general understanding of the time required to accomplish the work outlined in this Proposal. Said understanding is in turn based upon Customer satisfying any leadtime requirements. Estimated downtime may be adjusted depending on the final induction schedule and mutually agreed facility selected for completion of the Work. For the avoidance of doubt, any expression of downtime is only provided as an estimate. This estimate is not a contractual commitment by Gulfstream.

Estimated downtime is stated in working days, defined as Monday through Friday, excluding applicable recognized local holidays. If additional Work is required beyond that specifically identified in this Proposal, then the estimated downtime may be extended by Gulfstream. Estimated downtime may increase or decrease depending upon the availability of the mutually agreed facility selected for completion of the Work.

### Input Facility

Gulfstream Savannah 500 Gulfstream Road  
Savannah, Georgia 31408  
Main Phone: [REDACTED]

St. Louis St. Louis Downtown Airport  
6400 Curtiss-Steinberg Drive  
Cahokia, Illinois 62206-1445

**Note:** This proposal is for input at either Savannah or St Louis. Please contact your Regional Sales Manager.

### Quote Validity

Pricing contained in this proposal is valid for 90 days from the date of this proposal.  
For further details/definition, see Part II Section C or [click here](#))

### Pricing Notes

A non-refundable deposit of \$50,000 must be received prior to the scheduling of an aircraft to be stripped and repainted. If a deposit is not received within fourteen (14) days after proposal acceptance, the slot will be forfeited. Deposits must be received in one (1) week if there are fewer than forty-five (45) days until induction.

**PART IV. Executive Summary and Proposal Acceptance (continued)**

Upon acceptance of this Proposal, the prices and quotes stated herein (subject to all contingencies or other stated assumptions) constitute a formal Fixed Price Quote, which is included in Gulfstream's standard Work Authorization Agreement Terms and Conditions. Your acceptance of all or any portion of this Proposal confirms your acknowledgement that you have read and express agreement to be bound by these terms.

This Proposal expressly incorporates by reference and is subject to Gulfstream's standard Work Authorization Agreement Terms and Conditions which are attached hereto as ATTACHMENT A. The Work Authorization, which will include a Work Order which details all items of Work to be accomplished during the service visit, including those items selected and documented by Customer from this Proposal, will constitute the agreement between the parties and will supersede this Proposal when executed by both parties. The Work Authorization will be signed at the Aircraft's induction into the agreed Gulfstream Service Center.

**IN WITNESS WHEREOF**, the parties have caused this Proposal to be executed by their duly authorized representatives. Copies of a fully executed agreement, emailed between the parties will be effective as an original signed agreement.

**JEJE, LLC**  
 ("Customer")

**GULFSTREAM AEROSPACE CORPORATION**  
 ("Gulfstream")

By: \_\_\_\_\_

By: 

Name: \_\_\_\_\_

Name: Rusty Cramer

Title: \_\_\_\_\_

Title: Regional Sales Manager, Product Support Sales

Date: \_\_\_\_\_

Date: 27 July 2017

Please complete and return all pages of PART IV via fax ([REDACTED]) or email ([REDACTED]).

## ATTACHMENT A

### WORK AUTHORIZATION AGREEMENT TERMS AND CONDITIONS

**1. AGREEMENT.** This Work Authorization Agreement, including documents incorporated by reference, (the "Agreement") identifies the services and materials (the "Work") to be provided by Gulfstream, its employees, agents, representatives, and contractors, (collectively "Gulfstream") to the aircraft identified on the first page of this Agreement (the "Aircraft") plus the associated terms and conditions of the Agreement. "Customer" means collectively the customer identified on the first page hereof, and all owners, operators, lessors, lessees and insurers of the Aircraft. "Gulfstream Parties" means Gulfstream, General Dynamics Corporation and each of their affiliates, including without limitation the Jet Aviation companies ("Jet Aviation"), and all such entities' employees, agents, representatives and contractors. This Agreement is the parties' entire agreement concerning the Work and replaces prior verbal or written agreements with respect thereto. This Agreement's terms and conditions (but excluding changes in the scope of the Work and overtime authorizations) may not be altered except by a writing that expressly references this Agreement and is signed by authorized representatives of both parties.

**2. WORK CHANGES.** Customer authorizes Gulfstream to expend labor and materials reasonably appropriate to the mutually agreed Work. Work changes (including requests for overtime) require mutual agreement of the parties. Customer's oral changes increasing the scope of the Work or approving overtime are binding (unless otherwise provided by law). Customer payment of the invoice for any additional Work item is customer acknowledgement that the additional item was mutually agreed upon as part of the Work.

**3. PRICING.** Except as otherwise specifically agreed between the parties in writing, all Work (including engineering services) performed under this Agreement is on a **TIME AND MATERIALS BASIS** unless expressly subject to a formal fixed-price quote signed by both Gulfstream and Customer. **ESTIMATES OF EXPECTED HOURS/MATERIAL COSTS ARE NOT QUOTES AND ARE BILLED SOLELY ON A TIME AND MATERIALS BASIS.** For time and materials Work: (a) labor (including engineering services) is billed according to the rates set forth in the Gulfstream Aircraft Services Rate Letter in effect as of the date the Work is performed; and (b) materials are billed according to Gulfstream's standard prices in effect on the date the material is used. Any incremental charge under Gulfstream's Component Exchanged Program will be billed by supplementary invoice.

**4. PAYMENT TERMS.** For customers with available credit, and except as set forth below, payment terms are net 30 days from date of invoice. Unless otherwise agreed in writing, for Work estimated to exceed One Hundred Thousand Dollars (\$100,000.00) but less than Three Million Dollars (\$3,000,000), Customer agrees to make progress payments on the following schedule: 50% of the estimated amount prior to commencement of Work on the Aircraft, and final payment of the remaining 50% 30 days from the date of final invoice. For Work estimated to exceed Three Million Dollars (\$3,000,000), Customer agrees to make progress payments on the following schedule: 30% of the estimated amount prior to commencement of Work on the Aircraft, 30% at the midpoint of the Work as reasonably established by Gulfstream, 30% 30 days prior to the date of projected delivery as reasonably established by Gulfstream. Additional deposits may be required for long-lead or special purchased parts, which are not refundable, should the visit be cancelled or work scope changed to eliminate those items. Additional deposits may also be requested if there is a significant amount of growth in the scope of the Work, including significant material costs. If any portion of an invoice is disputed, then Customer shall nevertheless pay all undisputed amounts per this schedule. In any and all cases, Gulfstream shall not be required to release Customer's Aircraft to depart if Customer's total outstanding balance owed to the Gulfstream Parties exceeds the lesser of One Hundred Fifty Thousand (\$150,000.00) or Customer's available credit limit. All sums past due bear interest at the lesser of 1.5% per month, or the maximum rate allowable by law, plus reimbursement for attorney fees and other costs of collection. For customers without available credit, including those without open credit terms (cash in advance, cash on delivery, etc.), as additional items are added to the Work, additional progress payments may be required to continue Work on the Aircraft and all remaining outstanding balances must be paid prior to Aircraft departure.

**5. TAXES.** Customer is responsible for all Federal, State, local and foreign taxes, fees, levies, penalties, excises, charges, surcharges, import and export charges and other duties and tariffs ("Taxes") applicable to the Work performed hereunder, the materials used or transportation (other than taxes on income of Gulfstream) and Customer shall indemnify and hold Gulfstream harmless with respect thereto.

**5.1** Any and all payments by the Customer under the terms of this Agreement shall be exclusive of any Taxes. Customer shall bear, and shall indemnify Gulfstream for any such Taxes in the event they are or become due at any time in accordance with the applicable laws and regulations. Should customer be required by applicable law to withhold or deduct any Taxes from such payments, then the sum payable shall be increased as necessary so that after making all required deductions, Gulfstream receives an amount equal to the sum it would have received had no such deductions been made.

## **6. WARRANTY.**

**6.1 GENERAL.** Gulfstream warrants that the Work conforms to the pertinent specifications prescribed by the applicable aircraft/component manufacturer, and that any components or other items supplied hereunder (but excluding Customer-furnished items) are free from defects in material and workmanship. This warranty extends to defects discovered within twelve (12) months, or one thousand (1,000) flight hours, whichever comes first, after completion of the Work; except that the warranty period for any Work performed as warranty work is equal to the pre-existing unexpired warranty period. Parts qualifying for the "Exclusive Gulfstream Parts Warranty Extension" Program, or other extended published Gulfstream warranty programs, if any, are entitled to an extended warranty period pursuant to the terms of such programs as they exist on the date this Agreement is executed. To the extent that any Work is being performed as warranty work under a service center warranty originally extended by a Gulfstream Party to a prior owner or operator of the Aircraft, then this Agreement shall constitute an assignment of such original warranty to Customer except that the terms and conditions thereof shall be those in this Agreement (including Sections 7, 8 and all other disclaimers and limitations in this Agreement).

**6.2 REMEDY.** Gulfstream's sole obligation for breach of warranty for Work other than inspection activities, and Customer's sole remedy, is limited to the repair, replacement or correction (at Gulfstream's reasonable discretion) of the defective Work. All parts and labor required for disassembly, removal, installation and reassembly of the defective item are Gulfstream's expense, but only if the Work is performed at a Gulfstream or Jet Aviation facility authorized to work on the applicable aircraft model. Gulfstream is not responsible for any costs or expenses associated with transporting the Aircraft or warranted items to any repair facility. Gulfstream's sole obligation for negligent or otherwise defective inspection activities, including any damage to an Aircraft that results from any alleged negligent inspection, and Customer's sole remedy, is limited to refund of any payments made by Customer for that portion of such inspection that was defective.

### **6.3 ADDITIONAL REMEDY FOR COLLATERAL AIRCRAFT DAMAGE.**

**6.3.1** In addition to the warranty remedy provided in Section 6.2, but subject to Section 6.3.2 below, if any defective Work, negligence or willful misconduct of a Gulfstream Party related to performance of this Agreement causes damage to the Aircraft within the warranty period set out in Section 6.1, then as Customer's sole remedy Gulfstream will repair at no charge (as further described below) any such Aircraft damage that is directly and immediately caused by a Gulfstream Party. Such repairs will be accomplished at a Gulfstream or Jet Aviation facility authorized to work on the aircraft model, and on the same terms and conditions hereof (excluding payment obligations) using methods selected by Gulfstream in its reasonable discretion; provided, however, if Gulfstream reasonably deems the Aircraft to be damaged beyond economical repair, then the sole remedy is for Gulfstream to pay Customer the Aircraft's pre-damage fair market value and for Gulfstream to receive clear title thereto.

**6.3.2** Notwithstanding anything else in this Agreement, Gulfstream's remedy obligations under this Agreement shall not include Aircraft damage that either (a) allegedly is caused by a negligent inspection where the damage occurs after completion of the Work or (b) is caused by a Flight Operations Accident (as defined below) even if such accident is allegedly caused by a Gulfstream Party (including negligence of a Gulfstream employed flight crew member on the Aircraft). "Flight Operations Accident" means an accident or incident occurring between ramp movement for flight through takeoff, flight, landing, taxi and parking in which the Aircraft suffers damage from contact with the earth or other objects.

**6.4 TERMINATION OF WARRANTY.** The warranties and Gulfstream's obligations for the repair of Aircraft Damage set forth above in Section 6 are void if either the Aircraft or warranted item have been subjected to maintenance, overhaul, installation, storage, operation, or use which is improper or not in accordance with the aircraft/component manufacturer's instructions (including failure to comply with approved operating and maintenance manuals, instructions or bulletins, or customary maintenance or airmanship practices), or to any accident or casualty that proximately causes or contributes to the failure or substandard performance of the warranted item or further damage to the Aircraft.

**6.5 CUSTOMER'S OBLIGATIONS.** Gulfstream's warranty obligations hereunder are expressly conditioned upon compliance with all of the following: Customer must provide Gulfstream with written notice within 60 days after the defect becomes apparent; Customer must return or otherwise dispose of the item at issue as directed by Gulfstream within 30 days after receipt of Gulfstream's instructions; and Customer shall maintain and make available to Gulfstream all records (including FDR, CVR and other aircraft recorded data) reasonably related to the maintenance, use and condition of the item at issue.

**7. DISCLAIMERS.** THE EXPRESS WARRANTIES IN SECTION 6 OF THIS AGREEMENT ARE EXCLUSIVE AND IN LIEU OF ALL OTHER WARRANTIES (EXCEPT FOR THE WARRANTY OF TITLE) AND REPRESENTATIONS, EXPRESS, IMPLIED, OR STATUTORY, INCLUDING WITHOUT LIMITATION IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS (INCLUDING FITNESS FOR A PARTICULAR PURPOSE) (COLLECTIVELY "EXCLUDED WARRANTIES"). Except as expressly set forth in this Agreement, Customer, on behalf of itself and all owners, operators, lessors, lessees, and insurers of the Aircraft, hereby waives and releases all rights, claims, and remedies (through subrogation or otherwise) with respect to any and all Excluded Warranties, duties, obligations, and liabilities in tort or contract arising by law or otherwise from this Agreement or the Work, including: (1) liability for a Gulfstream Party's own negligence or (2) strict liability or product liability. For the avoidance of doubt, this Section 7 does not modify the rights and obligations of Gulfstream and Customer (or owner of Aircraft if different from Customer), as expressly stated in any Gulfstream Aircraft Warranty Agreement between the parties.

**8. EXCLUSION OF ALL OTHER DAMAGES.** Notwithstanding anything else in this Agreement, the Gulfstream Parties shall not be liable for punitive, special, incidental or consequential damages that arise from or relate in any way to this Agreement, or the Aircraft's presence at a Gulfstream Party's facility as a result of this Agreement, whether arising out of contract, warranty, tort or by statute or otherwise. Such excluded damages include damages for loss of use, loss of time, inconvenience, diminution in value or commercial loss. **THE EXCLUSION OF SUCH DAMAGES AS SET FORTH HEREIN SHALL APPLY NOTWITHSTANDING ANY OTHER PROVISION OF THIS AGREEMENT, SHALL BE DEEMED INDEPENDENT OF ALL WARRANTIES, AND OTHER PROVISIONS OF THIS AGREEMENT, AND SHALL SURVIVE ANY FAILURE OF THE ESSENTIAL PURPOSE OF ANY WARRANTY OR LIMITED REMEDY UNDER THE TERMS OF THIS AGREEMENT.**

**9. INCIDENTAL CUSTOMER PROPERTY.** Gulfstream assumes no responsibility or liability for any Incidental Customer Property brought or delivered to Gulfstream's premises by Customer, whether on the Aircraft or otherwise. "Incidental Customer Property" is any item associated with the Aircraft, its crew, representatives of the Customer, or its passengers, that is not a part of the certified Aircraft or directly related to its operation, such as loose aircraft or cabin equipment, typical catering supplies, or the like. Gulfstream reserves the right to decline to store any Incidental Customer Property on its premises which it deems, in its sole discretion, inappropriate or dangerous. The Customer is responsible for importing or exporting of Incidental Customer Property into or out of the boundaries of any nation and must adhere to all applicable import or export control laws and regulations, including without limitation Export Administration Regulations ("EAR") and International Traffic in Arms Regulations ("ITAR") for entries into and out of the United States.

The Customer hereby agrees to defend, indemnify, and hold Gulfstream harmless from any and all claims made against Gulfstream arising out of Incidental Customer Property brought or delivered to Gulfstream's facilities, including losses incurred because of damage or theft, improper shipping or receiving, together with any criminal or civil penalties or other duties, imposts, taxes, liens or other obligation imposed by any governmental entity resulting from the presence of Incidental Customer Property on Gulfstream's facilities.

**10. LIABILITY TO THIRD PARTIES.** The limitations of liability in these terms and conditions will not be interpreted to affect in any way a Gulfstream Party's obligations, if any, for third party personal injury, wrongful death or property damage other than the Aircraft or its contents.

**11. NO BAILMENT.** No bailment is created by this Agreement, and Gulfstream shall not act as insurer of the Aircraft or any Incidental Customer Property while the Aircraft or Incidental Customer Property is present at Gulfstream's facility or otherwise in Gulfstream's custody or control.

**12. NO DELAY PENALTY.** Gulfstream will use reasonable efforts to complete the Work in a timely manner. Reasonable efforts does not include overtime unless the Customer agrees to bear overtime charges. Notwithstanding such obligation, Gulfstream shall not under any circumstances be liable for damages, late delivery penalty, fee or the like should it fail to perform the Work within any period of time specified by the Parties.

**13. ACCEPTANCE OF DELIVERY.** Gulfstream will tender the Aircraft to Customer for delivery at the facility where the Work was performed, unless otherwise agreed in writing. Customer shall promptly inspect the Work, and, upon correction or Customer approved deferral of any discrepancies in such Work, Customer shall accept the Aircraft.

**14. TITLE.** Title to all materials installed in the Aircraft under this Agreement does not pass until acceptance and payment of the Work by Customer, through delivery of the Aircraft or as otherwise mutually agreed in writing.

**15. EXCESS STORAGE CHARGE.** Unless otherwise agreed between the parties in writing, should Customer's Aircraft remain at Gulfstream's facility following completion of the Work for more than five (5) days, for whatever reason (including a failure to pay for the Work performed), Gulfstream is authorized by Customer to charge the prevailing rate for day storage of aircraft as then charged by Fixed Base Operators for aircraft of similar size on the airport where the Aircraft is stored (but not less than \$200.00 per day). Unless otherwise expressly agreed in writing as part of this Agreement, Gulfstream is under no obligation to provide any maintenance services whatsoever to the Aircraft while being stored under this provision and any dilapidation of the Aircraft during such storage period shall be Customer's sole responsibility.

**16. SAFETY AND SECURITY.** Customer's employees, agents, subcontractors and representatives shall abide by all applicable Gulfstream policies, procedures and safety protocols when present on Gulfstream's premises.

**17. INDEMNITY BY CUSTOMER ENTERING GULFSTREAM'S PREMISES FOR PERSONAL INJURY AND DAMAGE TO OTHER PROPERTY.** Customer assumes the risk of and agrees to indemnify and hold harmless the Gulfstream Parties from and against any and all liability, damage, loss, cost and expense, including attorney's fees, on account of any claim, suit or action made or brought against a Gulfstream Party (including claims brought against a Gulfstream Party because of a Gulfstream Party's own negligence) for the death of or injury to employees, agents, representatives and subcontractors of Customer, or damage or destruction of property of Customer, its employees, agents, representatives or subcontractors, (other than damage or destruction of the Aircraft upon which Work is performed, which is addressed elsewhere under this Agreement) sustained arising from or related to Customer's presence on the Gulfstream Party's facilities (including its hangars and ramps but excluding a Gulfstream Party's customer lobby and customer briefing rooms) during the course of the Agreement, except for the willful misconduct of a Gulfstream Party or its employees acting within the scope of their employment.

**18. ARBITRATION.** Any controversy or claim arising out of either this Agreement or Customer's service visit to Gulfstream shall be governed by the laws of the State of Georgia, without regard for rules concerning conflicts of law, and settled by one (1) arbitrator (except if the claim is in excess of Two Million Dollars (\$2,000,000.00), then by three (3) neutral arbitrators) under the Commercial Arbitration Rules of the American Arbitration Association ("AAA") in the City where the work hereunder was performed. If the arbitration proceedings shall be conducted before a panel of three neutral arbitrators, the panel shall be selected using the following process: Within 15 days after the commencement of arbitration, each party shall select one person meeting the specified qualifications to act as neutral arbitrator, and the two thus selected shall select a third neutral arbitrator meeting the specified qualifications within 15 days of their appointment to act as the chair of the arbitration panel. If the arbitrators selected by the parties are unable to or fail to agree upon the third arbitrator, the third arbitrator shall be selected by the American AAA. In arbitration with a single arbitrator, the parties shall use their best efforts to agree upon an arbitrator(s) within thirty (30) days after service of the claim, and if agreement is not reached by such date then either party may request the AAA to appoint an arbitrator(s) in accordance with its rules. The United Nations. Convention on Contracts for the International Sale of Goods (frequently referred to as the "UNCISG") shall not apply.

**19. MISCELLANEOUS.** If any provision of this Agreement is held invalid under applicable law, such provision will be ineffective only to the extent of such invalidity without invalidating the remainder of this Agreement. If there is any conflict between these terms and conditions hereof and any document incorporated herein by reference, then these terms and conditions shall control unless such document expressly states the contrary. The words "include," "including" and variations thereof are not terms of limitation and shall be deemed followed by "without limitation." Exports or re-exports of commodities, technology and software provided as part of the Work are subject to the U.S. Export Administration Regulations and diversion contrary to U.S. law is prohibited. Customer shall comply with all applicable U.S. export laws and regulations. The failure of any of the parties to exercise any right under this Agreement shall not be construed as a waiver or relinquishment for the future enforcement of such right at any time

**20. AUTHORIZATION OF AIRCRAFT OWNER/LESSOR/LESSEE.** The person signing this Agreement on behalf of Customer represents, warrants and affirms that he is an **AUTHORIZED AGENT OF THE AIRCRAFT OWNER(S)**, and, if applicable, lessor(s) and/or lessee(s) with full authority to enter into this Agreement and bind such owner(s), lessor(s), or lessee(s), with respect to all Work contemplated herein and on behalf of himself and his employer agrees to indemnify Gulfstream for all losses arising from any breach of this representation and warranty.

Customer Acknowledgement:

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Title: \_\_\_\_\_