

Gulfstream

PRODUCT SUPPORT

PROPOSAL

Prepared for

Gulfstream G550 Serial Number 5173
Plan D, LLC
Mr. Larry Visoski

Presented by

Rusty Cramer
Regional Sales Manager, Gulfstream Aerospace
+1-561-261-5028

Justin Stafford

Regional Sales Manager, Gulfstream Aerospace
+1 912 658-9626

Gulfstream Proposal # 7038248, R02
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PART I. Workscope Description

A. INTERIOR REFURBISHMENT

1. Interior Refurbishment

1.1 Reveneer Woodwork..... \$708,176

All substrate (minus the noted items below) will be cleaned and prepped for application of new selected veneer with corresponding hardwood caps and nosing.

All the existing latches will be cleaned and retained. New hardware, if requested, will be addressed on a time and materials basis.

The new veneer will be finished with Gulfstream standard HI-BIL clear coat finish. All applicable internal surfaces will be cleaned and retained in existing condition. Painting or recovering of the internal surfaces will be addressed on a time and materials basis.

Inlays of any type such as wood, metal, or stone inlays are not included in this proposal. Existing inlays will be evaluated on a case-by-case basis and addressed on a time and materials basis.

Modifications or repairs to any substrate material or structural hardware are not included in this proposal. Modifications or repairs will be evaluated and addressed on a time and material basis.

Staining or Tinting Finish to achieve a specific color or grain pattern is not included in this proposal. Any finish other than natural will be evaluated and addressed on a time and materials basis.

This proposal includes Natural Wood Veneer. Composite Veneer (due to ordering limitations) may require Gulfstream to purchase additional sheets of that product. Should additional sheets will be required; the Customer will be advised of the additional charges.

Sharp radiuses on ledges and other cabinetry that are covered with veneer will require additional labor charges and will be accomplished on a time and materials basis.

New Customer Selected Veneer will be applied to the existing substrates. The veneer will be finished with multiple step high-build finish. The veneer will be polished to a predetermined luster.

The woodwork will be reinstalled in the aircraft and checked for proper form, fit, and function.

Equipment relocation is not part of this proposal and will be addressed on a time and materials basis.

Burn certification is predicated upon the existing substrates meeting all the FAA flammability requirements. Gulfstream is not responsible for any existing materials meeting burn requirements.

Proposal is based on reusing all applicable substrate and componentry.

This modification is an FAA requirement.

All plating will be accomplished on a time and materials basis and is not included on this proposal.

Notes:

- The re-veneering of following interior items is not included in this proposal and are included in a previous proposal per the Customer:
 - Four (4) divan end cabinets
 - Two (2) forward cabin bulkheads
 - PSU handrails
- The veneer allowance options pricing are as follows:
 - Dark Eucalyptus veneer: \$77 /SF (Proposed amount \$708,176)
 - Pearwood veneer: \$104 /SF (Proposed amount would change to \$743,921)
 - Walnut Burl veneer: \$212 /SF (Proposed amount would change to \$883,968)

PART I. Workscope Description (continued)

B. AVIONICS / CABIN ELECTRONICS

2. Avionics

2.1 Collins Airshow® App for Mobile Devices \$28,049

Note to Customer: Please see the Rockwell Collins "Airshow app for Mobile Devices" marketing bulletin for system features. (Note: The bulletin is for informational purposes only. Some features may not be included in the quoted price.)

Modified Components:

One (1) Airshow 4000 Computer (SP 5.2)

The Airshow 4000 computer will be connected to the cabin LAN (see note) for activation of the Airshow app for Mobile devices.

Certification: This modification will be approved under the Gulfstream Type Certificate and documented on an FAA 337.

Notes:

- Rockwell Collins has confirmed, the Airshow 4000 unit shown in Gulfstream's CMP records has been updated with the latest V2 software.
- This item will require a ten (10) day lead time for Rockwell Collins to create the Airshow Application software Key.
- The Airshow will be interfaced to the router located in the either the credenza or aft right-hand closet.
- This item assumes use of an existing aircraft Wi-Fi interface. If required, one router port will be reassigned for the new Airshow App for Mobile Devices interface. This reassignment may cause loss of functionality of one existing Ethernet port.
- This item includes minor interior access and assumes availability of existing conduits for cable routing. If required, additional interior access will be accomplished on a time and material basis.

2.2 Jet ConneX (Ka-band) High-Speed Data System Installation..... \$685,000

Notes to Customer:

- To initiate planning, a current signed proposal must be submitted to Gulfstream. Once a signed proposal is received, an invoice for a \$342,500 non-refundable deposit will be prepared and sent to the Customer. Payment must be received for deposit (please reference invoice number) to secure a scheduling position.
- Deposit is due ten (10) business days after signing of proposal. If deposit is not received within ten (10) business days, it could affect schedule availability.
- If installed the existing Sat TV and or BBML system will be removed and retained by Gulfstream to accommodate the new Ka band Installation. *(see notes)
- Reference attached limitation disclaimer regarding operation and coverage limitations of Jet ConneX (Ka-band) High-Speed Data System.
- Expected Scheduling of this installation will begin approximately 4th Quarter 2017. Please contact your Regional Sales Manager to coordinate the availability of components and installation.

Gulfstream will install this latest version of high-speed Broad-Band data system.

One (1) Modem Manager (MODMAN) will be installed in the aft baggage compartment in a new cabinet. If Sat TV is installed, the existing cabinet will be modified and reused unless the cost exceeds the new cabinet installation.

As the overall manager for the system, the MODMAN is responsible for providing the user interfaces to the aircraft/passengers.

One (1) Aeronautical Personality Module (APM) will be located in the baggage compartment equipment cabinet and holds the configuration data for the system.

PART I. Workscope Description (continued)

B. AVIONICS / CABIN ELECTRONICS

2. Avionics (continued)

2.2 Jet ConneX (Ka-band) High-Speed Data System Installation (continued)

One (1) Ka-band Aircraft Network Data Unit (KANDU) will be installed in the boiler room. The KANDU receives commands from the MODMAN through an Ethernet interface to configure the antenna/KRFU and reports status over this Ethernet interface

One (1) Ka-band Frequency Unit (KRFU) will be installed in the proximity of the TMA assembly on top of the tail empennage.

The KRFU contains a Block-Down Converter (BDC) to convert the received Ka-band frequencies to IF frequencies and also is made up of a Block-Up Converter (BUC) to convert the IF frequencies to Ka-band frequencies. A High-Power Amplifier (HPA) increases the signal strength for transmission by the antenna.

One (1) Tail Mounted Antenna (TMA) will be mounted on top of the tail empennage underneath the radome.

The antenna system is to acquire and establish communications with satellites in various orbits to enable beyond line-of-sight communications between airborne, ground fixed, and ground transportable terminals.

The Radome will be removed and replaced by a new Ka-band capable radome.

One (1) SDR will be installed in the aft baggage and interfaced with the existing aircraft internet capable systems.

New wiring for the 3G cellular antenna will be installed in the cabin in an engineering approved location.

If the aircraft has an existing Gogo system installed, the SDR will be integrated with the Gogo utilizing existing Ethernet provisions for single SSID, unless otherwise directed by Owner/Operator. If provisions are not present, Ethernet cabling will be quoted as a separate item.

New Components:

One (1) 90400012-0001 - Honeywell Modem Manager (MODMAN)
One (1) 90401121 - Honeywell Aeronautical Personality Module (APM)
One (1) 90401202 - Honeywell Ka-band Frequency Unit (KRFU Convection Cooled)
One (1) 90400013-0001 - Honeywell Tail Mounted Antenna (TMA)
One (1) 90401566 - Honeywell Ka-band Aircraft Network Data Unit (KANDU)
One (1) 1233-F-2191-10 - Satcom Direct Router (SDR)
One (1) Radome
Various Installation Kits

Certification: The Jet ConneX (Ka-band) High-Speed Data System along with the Satcom Direct Router will be installed via Gulfstream STC; expected, availability of STC, 4th Quarter 2017.

Notes:

- If an existing Sat TV system is removed to accommodate the Ka band system the CMS software may be modified to remove the Satellite Television. This modification is not included in the sell price of the Ka band system and will be provided after a detailed engineering review is completed, estimated charges approximately \$18,000.
- 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.
- Gulfstream may require assistance from the Customer's Information Technologies (IT) department for the configuration of the high speed data system.

PART I. Workscope Description (continued)

B. AVIONICS / CABIN ELECTRONICS

2. Avionics (continued)

2.2 Jet ConneX (Ka-band) High-Speed Data System Installation (continued)

Notes: (continued)

- This involvement will verify proper system configuration as well as provide system simplicity to the operator.
- This will be coordinated at the time of installation and will be completed prior to delivery of the aircraft.
- The Customer must establish and maintain a service subscription for the Ka-band system.
- Quote assumes sufficient space is available for the equipment above and does not include relocation of equipment to provide space.
- This installation is a managed program. Please contact your Regional Sales Manager to coordinate the availability of components and installation.

2.3 ASC 085A XM Weather Installation \$80,000

This Service Change installs an antenna, receiver, two (2) data ports and associated wiring for the XM satellite weather system.

Either a fore or an aft installation may be selected based on aircraft configuration.

Aircraft that are provisioned for XM installation may require an engineering review to complete the installation.

Provisions may include wiring, antenna, receiver, data ports or any combination of these components and are typically installed during completion.

Prerequisites:

- ASC 908 – PlaneView Master Operating Software System Software Update (Cert Fox)
- Prior to, or at the time this ASC is ordered, operators will be required to supply a configuration report of the Central Maintenance Computer (CMC).
- The CMC report can be stored on the aircraft PC laptop then electronically submitted to Gulfstream at asc.software@gulfstream.com.
- Allow three (3) to five (5) days for the CMC report review and up to twenty-one (21) days for the creation of a new Options Data disk.

Effectivity: This Service Change is applicable to aircraft Serial Numbers 5001 - subsequent.

Notes:

- Interior access to perform this installation is not included in the kit price.
- Aircraft configuration, installation location of the system and availability of spare wiring may impact labor hours, amount of access required and could necessitate additional engineering.
- This ASC is a managed program. Incorporation must be coordinated through Gulfstream Aircraft Scheduling at 800-810-GULF (4853) or 912-965-4178.
- If not scheduled, aircraft downtime could increase significantly.
- This Service Change may only be installed at a Gulfstream Aerospace facility.

PART I. Workscope Description (continued)

B. AVIONICS / CABIN ELECTRONICS

2. Avionics (continued)

2.4 ASC 912 and ASC 123 Planeview MOS Upgrade **\$3,306**

ASC 912:

This Service Change (ASC 912) installs the PlaneView Master Operating System (MOS) software Media Part Number (PN) MM7031235-024.

ASC 123:

This Service Change (ASC 123) loads a combination of new and existing software based on current aircraft configuration.

Prerequisites:

- Submit an APM Settings & Riggings form
- ASC 910 – PlaneView MOS Software Update or later; or production equivalent is the minimum cert level required.
- Prior to, or at the time this ASC is ordered, operators will be required to supply a configuration report of the Central Maintenance Computer (CMC).
- The CMC report can be stored on the aircraft PC laptop then electronically submitted to Gulfstream at asc.software@gulfstream.com.
- Operators utilizing Custom Electronic Checklist (ECL) must order new software. Prior to, or at the time this ASC is ordered, software may be ordered from the Custom ECL page on MyGulfstream.com

Concurrent Requirements: ASC 912 and ASC 123 are complied with in conjunction.

Effectivity: This Service Change is applicable to aircraft Serial Numbers 5001 – 5549. This, or a similar change, will be installed during initial phase manufacturing on aircraft Serial Numbers 5550 and subsequent.

Notes:

- Aircraft that do not meet the prerequisite minimum level for modification may utilize drawing 1159SB57083 to meet the requirements of ASC 107 and ASC 910. This drawing may only be used concurrently with ASC 123 and ASC 912.
- Aircraft utilizing drawing 1159SB57083 to meet the prerequisite minimum requirements of ASC 107 and ASC 910 are part of a managed program conducted by Product Support Program Management (PSPM). Incorporation MUST be coordinated through PSPM via email at pspm@gulfstream.com or through Gulfstream Aircraft Scheduling at 800-810-GULF (4853) or 912-965-4178. These installations must be accomplished at a Gulfstream facility or a facility that has been approved by Gulfstream, in writing, to perform this specific modification. If not scheduled, aircraft downtime could increase significantly.

2.5 ASC 105C ADS-B Out Version 2 **See Note Below**

Note to Customer: ASC 105C has been previously complied on 24 August 2016; No further action is required.

PART I. Workscope Description (continued)

B. AVIONICS / CABIN ELECTRONICS

3. Cabin Electronics

3.1 Cabin Remote Application for iOS and Android Devices \$79,747

The existing RF cabin remote control system will be removed. The RF Pronto Pro remote control system is considered end-of-life (not repairable and no new parts available for replacement).

A wireless two-way cabin remote control system/application will be installed.

Available in the Apple iTunes® or Google Play® Stores, this application enables users to control cabin functionality (e.g. lighting, temperature, window shades, audio and video) through iOS and Android devices. The Cabin Remote App recognizes and synchronizes to the cabin configuration for control of onboard entertainment sources (e.g. satellite TV, Airshow, Blu-ray Disc players and Sirius XM radio sources). See Notes*

The PSW-6002 switch panel and new port controller will be installed in the aft right hand closet.

The PSW will be interfaced with the existing Wi-Fi system and the new port controller for CMS integration.

The switch panel is not intended for normal passenger use.

An Ethernet panel will be installed and connected to the PSW-6002 for software loading and maintenance.

New Components:

One (1) 2040-1-1 Port Controller - Rockwell Collins
One (1) PSW-6002 Programmable Switch (PSW) - Rockwell Collins
One (1) PSW-6002 Switch Faceplate - Rockwell Collins
One (1) PSW 3-leg Cable - Rockwell Collins
One (1) Ethernet Maintenance Panel - Rockwell Collins
Cabin Remote Application Software - Rockwell Collins

Modified Components:

Rockwell Collins Cabin Management System (CMS) Software to Enable Remote

Certification: This upgrade will be accomplished via Gulfstream MRA and documented on FAA Form 337.

Notes:

- Interior access is required, however it is not included with this items pricing. Interior access will be completed on time and material basis or addressed separately on a Work Change Request following a complete work scope definition.
- *Remote functionality is determined by the current Cabin Management System (CMS) design and integration with the aircraft.
- Additional repairs or modifications required for this installation (and not described above) will be completed on a time and material basis.
- Quote assumes sufficient space is available for the equipment and does not include fabrication of enclosures, modifications to cabinetry or relocation of equipment to provide space.
- If required, one (1) existing router Ethernet port will be reassigned for the new remote control interface. This reassignment may cause loss of functionality of one existing Ethernet hard port.
- This item will require a thirty (30) day lead time for Rockwell Collins to create the custom Cabin Remote Application software. Lead Time starts on Rockwell Collins acceptance of Gulfstream Purchase Order (PO).

PART I. Workscope Description (continued)

C. MECHANICAL

Not Requested

D. PAINT

Not Requested

PART II. Contingencies and Assumptions of Proposal Offer

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 Plan D, 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, unless otherwise noted, 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)

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)

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

Interior Refurbishment Warranty: The duration of Gulfstream's warranty for interior refurbishment described in the Interior Workscope section (including furniture, soft goods and hard goods) is twenty-four (24) months or twelve hundred (1200) flight hours (whichever comes first) for craftsmanship associated with interior refurbishments, exclusive of wear and tear, abuse or accident. This duration is in lieu of the warranty duration set out in the Work Authorization Terms and Conditions. All other terms and conditions of this proposal and the Work Authorization Terms and Conditions, including the warranty terms, apply.

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 (Box #730349)
c/o JP Morgan Chase Bank, NA
Dallas, TX 75373-0349
Attn: Dallas National Wholesale Lockbox TX1-0029

WIRE TRANSFERS:

Gulfstream Aerospace Corporation
JP Morgan Chase Bank, NA
1 Bank One Plaza
Chicago, IL 60670
Account No. 10-15825
Reference your Five (5) Digit Customer Number (XX-XXX)

BANK IDENTIFIERS

Fedwire Routing No. (ABA) 021 000 021
S.W.I.F.T CHASUS33
ACH Credit Routing No. (ABA) 071 000 013

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 REFURBISHMENT		(USD)	Accept	Decline
1.	Interior Refurbishment			
1.1	Reveneer Woodwork	\$708,176	<input type="checkbox"/>	<input type="checkbox"/>

B. AVIONICS / CABIN ELECTRONICS				
2.	Avionics			
2.1	Collins Airshow® App for Mobile Devices	\$28,049	<input type="checkbox"/>	<input type="checkbox"/>
2.2	Jet ConneX (Ka-band) High-Speed Data System Installation	\$685,000	<input type="checkbox"/>	<input type="checkbox"/>
2.3	ASC 085A XM Weather Installation	\$80,000	<input type="checkbox"/>	<input type="checkbox"/>
2.4	ASC 912 and ASC 123 Planeview MOS upgrade	\$3,306	<input type="checkbox"/>	<input type="checkbox"/>
2.5	ASC 105C ADS-B Out Version 2	See Item	<input type="checkbox"/>	<input type="checkbox"/>
3.	Cabin Electronics			
3.1	Cabin Remote Application for iOS and Android Devices	\$79,747	<input type="checkbox"/>	<input type="checkbox"/>

C. MECHANICAL

D. PAINT

QUOTED WORKSCOPE TOTAL BASED ON CUSTOMER ACCEPTED ITEMS	\$0
<small>*Default value is set to \$0 until Customer selections have been made above.</small>	

Schedule Planning	Estimated Days
Estimated Leadtime¹	See note
<p>¹The 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.</p> <p>Note: This proposal contains items that are managed programs. Please contact your Regional Sales Manager for leadtime. Typical leadtimes for this workscope is 30-45 calendar days.</p>	
Estimated Downtime²	40-50 Working Days
<p>²The 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.</p> <p>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.</p>	

PART IV. Executive Summary and Proposal Acceptance

Material Allowances

Wood Veneer (Dark Eucalyptus): \$77/SF (Proposed amount \$708,176)
Wood Veneer (Pearwood): \$104./SF (Additional \$35,746 to the proposed amount)
Wood Veneer (Walnut Burl): \$212./SF (Additional \$175,793 to the proposed amount)

Note: This proposal has been provided by utilizing Gulfstream standard or historical average of interior covering materials. Upon final selection of interior covering materials the leadtime, downtime and material pricing may change due to customer selections. Any deviations in pricing will be covered via a Gulfstream Work Change Request (WCR).

Input Facility

Gulfstream Savannah 500 Gulfstream Road
Savannah, Georgia 31408
Main Phone: +1-912-965-3000

Note: Changes to facility input may affect downtime. 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

- This proposal supersedes Proposal ID# 7036781, R01 dated 20 June 2017.
- Item 2.2: To initiate planning, a current signed proposal must be submitted to Gulfstream. Once a signed proposal is received, an invoice for a \$342,500 non-refundable deposit will be prepared and sent to the Customer. Payment must be received for deposit (please reference invoice number) to secure a scheduling position.

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.

PLAN D, LLC
 ("Customer")

GULFSTREAM AEROSPACE CORPORATION
 ("Gulfstream")

By: _____

By:  _____

Name: _____

Name: Rusty Cramer

Title: _____

Title: Regional Sales Manager, Product Support Sales

Date: _____

Date: 18 August 2017

Please complete and return all pages of PART IV via fax (+1-912-963-0248) or email (psinternalsales@gulfstream.com).

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 and shall be confidential. 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: _____

18 August 2017

Plan D, LLC
6100 Red Hook Quarters B3
Saint Thomas, VI 0

Subject: KA Band Limitation Disclaimer

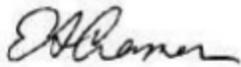
Dear Mr. Visoski,

Gulfstream is in receipt of your request to have Jet ConneX Ka Band installed on your aircraft. Please acknowledge the following limitations and requirements of the system by executing this letter where indicated below and returning a copy to PSSalesOps@gulfstream.com.

- The performance of available communication links is subject to factors that affect connectivity reliability and performance. These factors include adverse atmospheric conditions, solar events, satellite network outages, Internet congestion and ground station equipment reliability. While the aircraft is on the ground, physical obstructions and terrain, rain, and cloud cover may prevent reception of the satellite signal. Varying performance may affect supported features and reliability depending on location, service provider, network loading and conditions at the time. Committed Information Rates are applicable above 10,000 feet AGL. These rates are not guaranteed below 10,000 feet AGL or on the ground. Therefore, disruptions with the service or services selected are possible and are not guaranteed by Gulfstream.
- The current Jet ConneX service coverage map depicts gaps in service coverage over portions of South America, Africa and the Pacific Ocean. Customer acknowledges that he/she has reviewed the Inmarsat Jet ConneX service coverage map attached hereto and accepts that service may be inconsistent or absent in those areas.

Should you have any questions or concerns, please contact me at the below numbers.

Sincerely,



Rusty Cramer
Regional Sales Manager, Gulfstream Aerospace
+1-561-261-5028

Acknowledged and Agreed to this _____ **day of** _____, _____.

Signature: _____

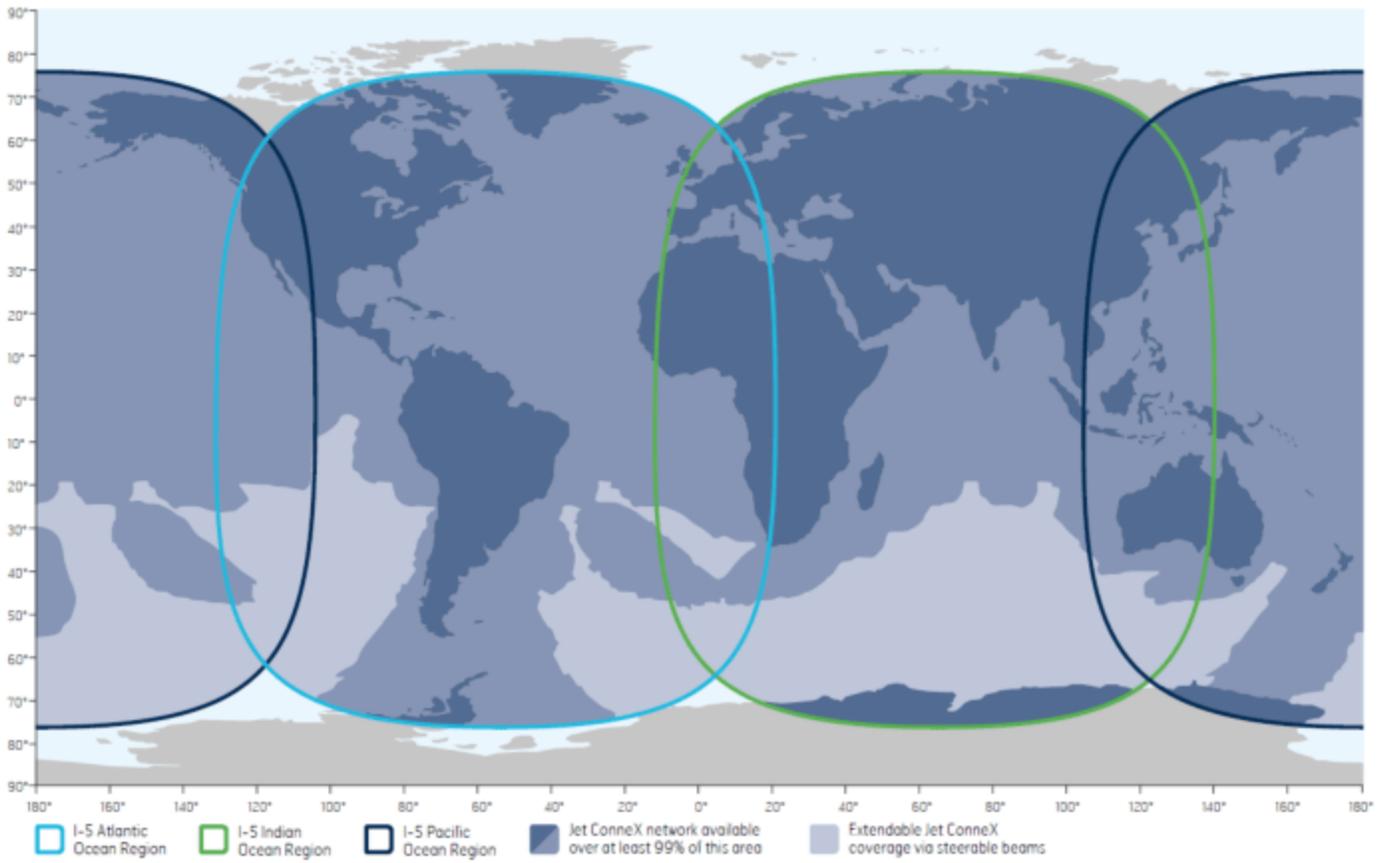
Name: _____

Title: _____

Company: _____

Gulfstream Proprietary

Inmarsat I-5 Jet ConneX (Ka) Coverage Map



This map depicts Inmarsat's expectations of coverage, but does not represent a guarantee of service. The availability of service at the edge of coverage areas fluctuates depending on various conditions. Jet ConneX coverage February 2016.

Gulfstream Proprietary

TSU7500 Pronto, MX-3000, and MX-6000 Remote Control Discontinuance Bulletin

Due to the demand for technology advancement, Rockwell Collins will discontinue taking orders for the products listed below effective immediately:

Product	Part number
TSU7500 Pronto Remote Control	2507-1-003
MX-3000 Remote Control	441-0087-100
MX-6000 Remote Control	441-0095-100

Rockwell Collins accepted repair requests of the TSU75000 Pronto Remote Control through December 1, 2016. After this time, Rockwell Collins will discontinue support of the Pronto Remote Control.

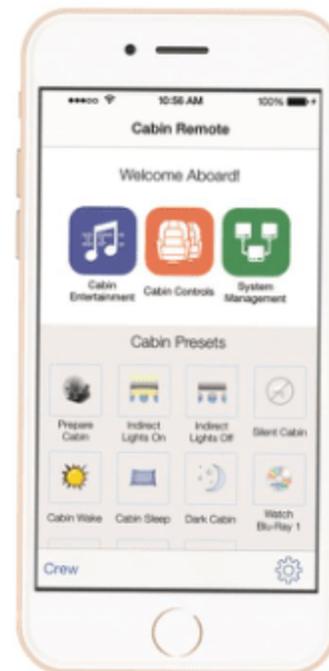
The replacement option for the TSU7500, MX-3000, and MX-6000 remote controls is the Wireless Cabin Remote Application by Rockwell Collins. A hard button solution is being analyzed as well.

Product	Part number
Wireless Cabin Remote Application	SW-VENU-2WAYRMT

The Wireless Cabin Remote Application allows the cabin environment to be controlled with a simple swipe of the screen on an iOS and Android smartphone and tablet. Once the CMS-1, ACMS, FCMS, and CES cabin management systems are upgraded with the cabin remote feature, authorized passengers can immediately begin to control cabin entertainment sources, displays, and environmental options. The application automatically synchronizes with your cabin management system and updates the remote control menu to match the configuration options of the aircraft.

ACMS owners and operators can refer to the Marketing Bulletin BRS-110129.06M. CMS-1, FCMS, and CES owners and operators can contact Rockwell Collins technical sales.

For additional information on the Cabin Remote Application, please contact your Rockwell Collins sales manager, customer support engineer or order administrator.



How can we help?

Please call Rockwell Collins Customer Support at +1.319.295.5000.

Building trust every day.

Rockwell Collins delivers innovative aviation and high-integrity solutions to commercial and government customers worldwide. Backed by a global network of service and support, we stand committed to putting technology and practical innovation to work for you whenever and wherever you need us. In this way, working together, we build trust. Every day.

For more information, contact:

Rockwell Collins
400 Collins Road NE
Cedar Rapids, Iowa 52498
+1.319.295.4085
email: csmarketing@rockwellcollins.com
www.rockwellcollins.com

**Rockwell
Collins**

Building trust every day

Wireless Two-Way Cabin Remote Application

Ref. No. CSBRS-120462.4M
Pub Date 01/2015



Controlling the cabin experience with the convenience of your own personal device. The right solution for CMS-1, ACMS, and Venue.

Controlling the cabin environment within the business aircraft is now a simple swipe of the screen on an Apple® iOS or Android device. Once the cabin management system is upgraded with the two-way remote feature, authorized passengers can immediately begin to control cabin entertainment sources, displays and environmental options.

The application automatically synchronizes with your cabin management system and updates the remote control menu to match the configuration options on your aircraft. It also allows the ability to quickly enable your preselected features and to select favorites.

**Rockwell
Collins**

Building trust every day

PRODUCT DESCRIPTION

The two way cabin remote control allows the most demanding passenger the ability to control and get feedback from sources with an Apple iOS or Android device. This feature allows passengers to control the cabin from anywhere in the aircraft. Imagine listening to your content on selected speakers, while you dim the cabin lights and close the window shade. You can have quick access to specific controls, such as muting the cabin, by adding them to your favorite menu option. All these is now within easy reach with a few touches on the remote.

Entertainment – This menu allows access to all entertainment sources. Quickly enable SAT TV, Airshow®, iPod®, Blu-ray® players, Skybox, and XM radio sources. Once a source is selected it can be distributed to the desired monitor and speaker location within the cabin. Rockwell Collins gives passengers the ability to control the cabin and create a more personal experience as they travel.

Cabin – Create ambiance through lighting and temperature control. Match your entertainment selection with the proper lighting and climate. The Rockwell Collins remote provides the passenger the ability to quickly adjust the cabin lights, shades, and climate.

Monitors – Showcase your suite of monitors with the desired source. Enable the forward monitor to play a Blu-ray movie or the credenza monitor to play a game console. Now, passengers can control and view content anywhere a monitor is available. Forward, Mid, Aft, credenza, lounge, power and personal settings; now Rockwell Collins lets passengers control it.

Speakers – No cabin system is complete without the proper sound. Whether passengers want to convert the cabin into a classical music oasis or a gaming battleground; being able to control the intensity of the sound is critical. The Rockwell Collins cabin remote controls the selected source with the specific setting of bass, balance and treble.

CABIN SYSTEM SPECIFIC REQUIREMENTS

The two-way cabin remote is only compatible with Rockwell Collins Cabin Management Systems and requires system software installation and a wireless access point (see next page for details). The iOS application is a free download from the Apple App Store. Search for "Rockwell Collins CabinRemote" under the Apple apps and download it to your iOS device.

APPLE HARDWARE REQUIREMENTS

- > At least 3.0 MB of space on the iOS device
- > iPhone -current and last two iOS versions
- > iPhone 4G and up
- > iPod Touch 4th Generation and up
- > iPad 1, iPad 2, the 'new' iPad, or iPad Mini

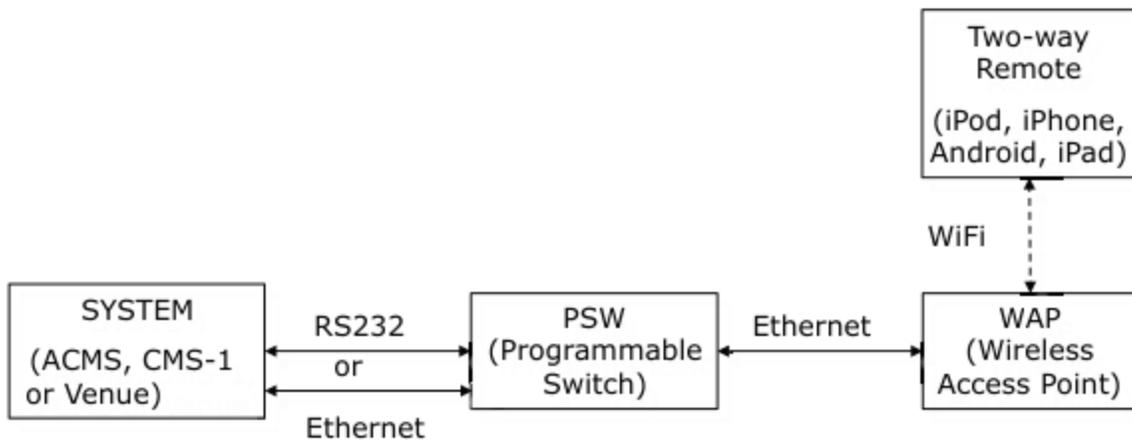
TERMS AND CONDITIONS

Unless otherwise noted, programs are valid for orders placed between January 1, 2015 and December 31, 2015, with delivery requested by April 1, 2016.

Warranty period for the equipment in this program is two years. Standard warranty does not apply to software.

For additional information, please contact your Rockwell Collins Authorized Dealer.

Block Diagram of Installation
Two-Way Remote



AVAILABLE PACKAGES²

CMS-1/ACMS

Part Number	Description	Qty
2040-1-1	Serial Controller	1
SW-VENU-2WAYRMT	Two-Way Remote Software	1
441-0010-102	Programmable Switch (PSW), Audio Jack	1
442-0960-001	PSW-6002 Switch Faceplate, with Jack, RH, Platable	1
442-0176-001	PSW 3-leg Cable	1
2600-2-21 ⁵	RJ-45 Jack Panel	1
CMS-1/ACMS NRE	Custom Software to Enable Remote	1

Venue

Part Number	Description	Qty
SW-VENU-2WAYRMT	Two-Way Remote Software	1
NRE	NRE Two-Way Remote - Integrated	1

Available Option: USB⁵

Part Number	Description	Qty
441-0091-100	USB Jack Panel	1
442-1382-001	USB Face Plate	1

Available Option: Wireless Access Point (WAP) and Router²

Part Number	Description	Qty
441-0140-100	Wireless Access Point (WAP) and Router	1

NOTES:

1. *The Venue package assumes at least one PSW is installed in the system.*
2. *The wireless access point and router, 441-0140-100, is not required if a wireless router is already installed on the aircraft.*
3. *Please check with your local certification authority to determine certification requirements for the wireless router.*
Rockwell Collins has integrated the Cabin Remote application with the following wireless routers:
 - > *RC WAP-3000 (441-0140-100)*
 - > *Dual SATCOM - Honeywell Router (CG-710 Cabin Gateway, CR-710 WAP)*
 - > *Moxa Access Point*
 - > *Satcom Director SDR*
 - > *WAP 4000 Kontron*
 - > *Miltope Access Point (901164-3)*
 - > *True North TN1000-304*
 - > *Aircell USC5000*
4. *See Service Information Letter 5230819217 for details on Apple iOS device compatibility.*
5. *For ease of software loading, the USB jack panel is offered as an option.*

How can we help?

Please call Rockwell Collins Customer Support at +1.319.295.5000.

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Rockwell Collins delivers smart communication and aviation electronic solutions to customers worldwide. Backed by a global network of service and support, we stand committed to putting technology and practical innovation to work for you whenever and wherever you need us. In this way, working together, we build trust. Every day.

For more information, contact:

Rockwell Collins
400 Collins Road NE
Cedar Rapids, Iowa 52498
+1.319.295.4085
email: csmarketing@rockwellcollins.com
www.rockwellcollins.com

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