

14 March 2013

Mr. Larry Visoski
JEJE, LLC
3800 Southern Blvd., Suite #204
West Palm Beach, FL 33406
Office: [REDACTED]

Dear Mr. Visoski,

In response to your request, Gulfstream is pleased to provide the following Service Center proposal for avionics modifications to be accomplished on Gulfstream GIV aircraft, Serial Number 1085, Registration Number N423TT.

After review of this proposal and its attachments (if applicable), should you have any questions, concerns, or scheduling requests, please feel free to contact me, so we can coordinate a mutually agreeable input date for your aircraft. Furthermore, if this proposal with its attachments and Terms and Conditions is acceptable to you, please sign and return the Summary page to [REDACTED] or [REDACTED].

Thank you for considering Gulfstream for the proposed workscope on your aircraft. Please do not hesitate to call me with any questions or for additional information.

Sincerely,



Rusty Cramer,
National Sales Manager,
Eastern Region
Office: [REDACTED]
Mobile: [REDACTED]



Mark Grunewald
National Sales Manager
Avionics
Office: [REDACTED]
Mobile: [REDACTED]
Fax: [REDACTED]

BMC/emw

WORKSCOPE

1. ASC 476A PlaneDeck DU-885 with No Charge ASC468A LED Cockpit Lights

Labor and Materials \$725,000.00

Note: Selection and installation of ASC 476A will also include the installation of LED Cockpit Switch Lights ASC 468A at no charge.

Special Discount Details:

This offer valid with the following condition:

- 1) Arrival/Installation date must be prior to December 31, 2013

Aircraft Service Change Description:

Service change ASC 476A provides a drawing package and instructions for the following:

- * Replace six existing DU-880 CRT displays with six new DU-885 LCD displays.
- * Modifies the existing display unit (DU) racks and installs new mating plugs, connectors and interface wiring.
- * Permanently removes existing DU cooling fans, filters, ducting and associated wiring
- * Installs pilot and copilot Cursor Control Devices (CCD) in the cockpit side consoles and associated Wiring.
- * Replaces existing DL-900/950 database loader with new DL-1000 database loader.
- * Installs XM transceiver, rack mount, antenna with a structure rework to skin and doublers.

Integration of existing video requirements (external cameras, Enhanced Vision, Airshow, Genesis, and other passenger briefer systems) provided separately. Depending on aircraft configuration and completion outfitting, additional man-hours and/or engineering deviations may be required for this installation. Separate charges may apply.

All serial numbered cores removed for the installation of ASC476A will be Gulfstream property upon removal.

This proposal will include the installation of Cockpit Switch Indicator Lighting - Light Emitting Diode in accordance with GIV ASC468A

Prerequisites: Prior to, or at the time this ASC is ordered, Operators will be required to the fill out and submit the interactive DU-885 Video Settings Form. The form is available to authorized users at myGulfstream.com under the Quick Links and the Forms tab.

Concurrent Requirements:

To activate the Integrated Navigation Data Service (INDS) for Honeywell/Jeppesen graphical Charts/Maps, Operators will be required to fill out a subscription service agreement. Contact Honeywell's Global Data Center (GDC) within the US at 1-888-309-7555; outside the US 1-303-328-6948 or visit the www.EpicINDS.com website.

To activate the XM Satellite Weather, Operators will be required to fill out a subscription service agreement. Contact Honeywell's Global Data Center (GDC) at 1-888-634-3330 or visit the www.myGDC.com website.

Effectivity: This service change is applicable to all Gulfstream IV aircraft.

(Continued)

Notes:

- To initiate planning, a current signed proposal must be submitted to Gulfstream. Once a signed proposal is received, an invoice for a \$50,000 non-refundable deposit will be prepared and sent to Customer.
- Payment must be received for deposit (please reference invoice number) to secure a scheduling position.
- This service change may only be installed at facilities authorized by Gulfstream Aerospace.
- All resources for this service change are managed by Gulfstream Product Support. Contact Gulfstream Aircraft Scheduling at [REDACTED] or [REDACTED] to coordinate the availability of components and installation.
- To view PlaneDeck (DU885) Pilots Operating Guide, a Web link has been created within Gulfstream's public website:
 - http://www.gulfstream.com/product_support/avionics_services/planedeck.htm
 - or:
 - <http://gulfstream.vo.llnwd.net/o36/assets/pdf/brochures/PilotsGuide.pdf>
- This item includes a budget of thirty-two (32) hours for interior removal and reinstallation of the existing headliners, side walls, etc. (typical interior configuration).
- Any required interior access above and beyond the interior budget will be billed or quoted separately on a time and material basis.
- ASC468A is for the installation of production installed cockpit switch indicator lighting ONLY. If required, post production cockpit switch indicator lighting will be evaluated by engineering and accomplished as time and materials or quoted separately at the Customer's request.

2. Install One (1) New Kollsman GAVIS System

Labor and Materials \$128,278.00

System Features:

- GAViS is an Un-Cooled Infra-Red camera designed to provide the pilot with improved situational awareness at night and in limited adverse weather conditions. Other system features include:
 - Compact - Single LRU Packaging
 - Aerodynamic - Designed for tough external environment
 - Light Weight - Less than 4 Lbs.
 - Simple Operation - Just turn and fly the image

New Components:

One (1) GAViS Camera Unit
Various Installation Kits and Hardware

Task:

One (1) new GAViS system will be provided and installed. The new system includes a GAViS infrared camera unit.

New proposed GAViS camera will be installed on the forward radome. A new custom fairing shall be fabricated and installed on the radome to house the new camera assembly.

GAViS video will be displayed on the proposed DU-885 PlaneDeck display. Final display configuration will be determined after an Engineering evaluation

(Continued)

Certification:

It is Gulfstream's intention to certify the GAViS as per Gulfstream STC ST04257AT-D.
Any deviations from STC will be done as time and materials.

Notes:

- A flight test will be required. Costs associated with the flight testing (e.g. pilot fees, fuel, etc...), will be the operator's responsibility.
- This item is predicated on the availability of feed-through. If during installation it is determined that a feed-through installation will be required, then this will be done as time and materials.
- This item is predicated on concurrent selection and installation of Honeywell DU-885 PlaneDeck quoted separately within this proposal.

3. GIV ASC 480 - Navigation (ATA 34) - TCAS 7.1 Installation

Labor and Materials \$22,608.00

Note: The Customer must notify their local FAA Flight Standard District Office (FSDO) prior to utilizing this upgrade as an Alternative Method of Compliance (AMOC) for AD 2012-02-08.

Aircraft Service Change Description:

GIV ASC480 - Navigation (ATA 34) - TCAS 7.1 Installation

This software upgrade to the TCAS unit may be completed on or off the aircraft.

Modified Components:

One (1) ACSS Traffic Alert and Collision Avoidance System (TCAS) Computer

Task:

This service change upgrades ACSS TCAS II/2000 systems to TCAS Change 7.1

The new operating software incorporates the following:

- * TCAS Change 7.1
- * TCAS Interference Limiting
- * Compliance to DO-260B
- * Compliance with DO-317

TCAS Change 7.1 is a required installation on aircraft in order to operate in Europe after December 2015 by the European Aviation Safety Agency (EASA). The IL fix is the subject of Airworthiness Directive (AD) 2012-02-08. Installation of TCAS Change 7.1 serves as an Alternate Means Of Compliance (AMOC) to address the IL fix issue satisfying the intent of the AD. The AMOC is attached to the ACSS service bulletin contained in the data package.

Effectivity: This service change is applicable to all GIV models having ACSS TCAS II/2000 processors.

Certification: As per Gulfstream GIV ASC 480- Navigation (ATA34) - TCAS 7.1 Installation

Notes:

- This ASC may only be installed at Gulfstream Aerospace or Gulfstream approved facilities.
- This ASC is managed by Product Support Program Management (PSPM). Incorporation must be coordinated through Gulfstream Aircraft Scheduling at [REDACTED] or [REDACTED]. If not scheduled, aircraft downtime could increase significantly.
- This item includes interior access.

4. GIV ASC 481 Automatic Dependence Surveillance-Broadcast Out (ADSB-B Out) Installation

Labor and Materials \$31,857.00

Note: Incorporation must be coordinated through Gulfstream Scheduling at [REDACTED].

Aircraft Service Change Description:

This Service Change modifies the aircraft to permit operation with ADS-B Out capability. ADS-B Out utilizes new ground based transceivers which will generate aircraft position information with accuracy and reliability to enable reduced lateral separation.

This new capability improves aircraft separation assurance by improving surveillance in remote regions that are beyond the range of existing Air Traffic Control (ATC) Beacon Systems.

Modified Components:

Two (2) Rockwell Collins Transponders Modified to Part Number 622-9210-409.

Task:

Upgrade existing Rockwell Collins transponders to Aircraft Dependence Surveillance-Broadcast Out (ADS-B Out) TSO260"A" part number 622-9210-409.

Install and integrate FMS 429 and existing GPS position interface wiring to existing transponder connectors for ADS-B Out TSO260"A" activation.

This installation includes provisional wiring to facilitate future Rockwell Collins ADS-B Out TSO260"B" transponder upgrades which provides for US ADS-B Out TSO260"B" certification operability.

Prerequisites: None

Effectivity: This service change is applicable to aircraft serial numbers 1000-1535

Certification: The Automatic Dependent Surveillance - Broadcast (ADS-B) transponder system will be installed as per Gulfstream GIV ASC 481.

Notes:

- **SB 24 is a prerequisite of SB 507 and is no charge if the unit is still in warranty. If the unit is out of warranty, the price is estimated at an additional \$1,750.00**
- To commit to and initiate planning, a current signed proposal, and request for schedule, must be submitted to Gulfstream.
- As part of Return to Service (RTS) FAR 91.413 must be accomplished. Normal biennial 91.411 and 91.413 transponder test Return to Service (RTS) will be accomplished at a cost of \$2,500.00.
- This proposal is predicated on available feed thru connections being available.

AVIONICS CONTINGENCIES

An accurate electrical load analysis and/or electrical load statements/supplements which reflect the current aircraft configuration will also be required in addition to the wiring diagrams package for compliance as directed by the aircraft's governing regulatory agency requirements. If such electrical load data noted above is not provided by the Customer, then a load analysis or load test/report may be required to complete the workscope, which Gulfstream will perform at Customer's discretion as an additional charge. Gulfstream reserves the right to perform an electrical load test if it is determined that the provided load analysis is not adequate.

AVIONICS CONTINGENCIES (Continued)

This proposal pertains only to modifications specified herein and does not include interfacing to, or modifications of, peripheral systems unless otherwise noted. The cost of any repairs due to aging wiring or equipment, modifications, or interfacing to existing systems are not included in this proposal and will be the responsibility of the Customer.

The quoted prices do not include costs associated with the relocation of existing equipment or antenna(s). Should relocation be required, the work will be accomplished on a time and material basis.

Gulfstream is not responsible for the equipment manufacturer's inability to supply equipment which delivers all of its advertised features, nor are we responsible for vendor to vendor incompatibilities which may be discovered during the course of the installation.

This proposal is based on existing equipment as indicated in Gulfstream CMP or Customer supplied records. If the actual equipment installed on the aircraft does not agree with the equipment listed in these records, this proposal may require revision.

This proposal does not include any squawks, pre-existing discrepancies, or vendor Service Bulletins that may be required, except as specified. If required, additional work will be handled on a time and material basis.

REMITTANCE INSTRUCTIONS

Checks:	Gulfstream Aerospace Corporation P.O. Box 730349 Dallas, TX 75373-0349	(Overnight)	Gulfstream Aerospace Corporation (Box #730349) c/o JP Morgan Chase Bank, NA Attn: Dallas National Wholesale Lockbox TX1-0029 14800 Frye Road Ft. Worth, TX 76155
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Wire Transfer Instructions: 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 one of the following (as applicable):

- Invoice No.
- Sales Order No.
- Job or Work Order No.
- Aircraft Serial or Tail No.
- Contact Name
- Customer Account No. (XX-XXXX)

TERMS AND CONDITIONS

Except as set forth below, payment terms are net 30 days from date of invoice. For Work estimated to exceed \$100,000, Customer agrees to make progress payments on the following schedule: 1/3 of the estimated amount prior to commencement of Work on the Aircraft, 1/3 within 10 days after Gulfstream's written notice that the Work is approximately 50% complete, and final payment 30 days from date of final invoice. 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. If any portion of an invoice is disputed, then Customer shall nevertheless pay all undisputed amounts per this schedule. Gulfstream shall not be required to release Customer's Aircraft to depart if Customer's total outstanding balance owed to Gulfstream exceeds the lesser of \$100,000.00 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.

TERMS AND CONDITIONS (Continued)

All prices stated herein are exclusive of freight, fuel, flight costs, and / or environmental fees. Additionally, Customer is responsible for all federal, state, local and foreign taxes, levies, penalties and tariffs 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.

This proposal is not valid at Gulfstream's Luton United Kingdom facility.

Work items not quoted in this proposal will be billed on a time and material basis per our published labor rates at the time of aircraft induction for Maintenance, Electrical, Avionics, Refurbishment, and Engine/APU Maintenance. For time and materials work: (a) labor (including engineering services) is billed according to the rates set forth in the Gulfstream Labor 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.

This proposal is contingent on all work being accomplished during the same timeframe, unless otherwise noted.

The quoted prices are valid for a period of thirty (30) days of receipt of proposal, unless otherwise noted.

Gulfstream recommends a firm schedule be established and work be completed within the next three (3) to six (6) months from the date of this proposal. Any change in workscope and/or schedule may require review by Gulfstream and requires revision of this proposal. Gulfstream reserves the right to pass on price increases to the Customer.

The Customer is responsible for making certain that all specific preservation tasks related to the Aircraft, its engines or systems, that are required or may become required while the Aircraft is at Gulfstream's facility for the Workscope be identified on the Work Authorization squawk list.

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.

Proposal pricing and schedules are contingent upon the Customer supplying the existing avionics, electrical, and aircraft system prints, drawings and diagrams, which accurately represent the current condition of the aircraft. Any changes from the existing drawings will be performed on a time and material basis with Customer approval. Any relocations of existing equipment required due to space limitations will be performed at time and materials until a firm proposal can be prepared. Detailed parameters of this proposal may require modifications following an in-depth physical inspection.

Materials used during the clearing/correction of discrepancies and/or items based on time and material will be quoted and/or invoiced on an "As Required" basis.

There will be a 3.5% charge for consumables, to a maximum of \$4,000.00, 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 a "Road Trip Invoice" will be exempt from this charge.

Customer furnished parts and drop shipments will be subject to a handling fee of 15% based on current manufacturer list price. 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.

If enrolled in Gulfstream's PlaneParts™ program, certain components supplied in regard to this proposal will be at no charge to the Customer. To enroll or learn more about the program, please visit http://www.gulfstream.com/product_support/planeparts/.

Any estimates given for outside services are not intended to be exact figures. Repair, calibration, overhaul, and/or exchange pricing will be billed as accrued, be it either less than or more than quoted.

TERMS AND CONDITIONS (Continued)

Changes to the 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, it will be quoted separately or performed on a time and materials basis.

Any changes to the Minimum Equipment List (MEL) are the Customer's responsibility and are not included herein.

All exchange parts prices are subject to our vendor acceptance of exchange core. Should exchange core be rejected or subjected to an extra charge by Vendor at any time for reasons of abnormal wear and tear, damage, unauthorized modifications, or other discrepancies, the Customer agrees to reimburse Gulfstream for resultant extra costs.

Any existing unused wiring will be capped and stowed. Wiring removal (if requested/required) will be handled on a time and material basis and billed additional to the proposed amount.

All removed equipment will be retained by Gulfstream, unless otherwise noted.

Interior access will be performed on a time and material basis, unless otherwise noted within this proposal.

When aircraft is firmly scheduled into a Gulfstream facility, preliminary engineering and planning commences, and materials / components are ordered for the workscope. If the workscope is canceled, the Customer will be charged for any labor expended and/or any restock charges incurred on materials / components ordered. If materials / components cannot be returned to vendor(s), Customer will be billed in full for these items. In such case, the materials / components would become the property of the Customer. If the workscope is rescheduled for a later arrival, these charges will be applied to the rescheduled visit.

Working days are defined as Monday through Friday. Should additional work be required, other than that quoted herein, the estimated downtime may require extension. This proposal does not include overtime. Any overtime required will be approved by the Customer prior to work commencing. All non-scheduled NDT will be on an overtime basis due to NDT planned scheduling. Customer's oral changes increasing the scope of the Work or approving overtime are binding (unless otherwise provided by law).

International Contingencies (If Applicable; Foreign Registered Aircraft Only with Domestic Input): Foreign Operators Civil Air Authority (FOCAA), FAA, or concurrence of both agencies must first approve this STC Project prior to start of aircraft modification. Any cost involved in this approval process will be charged as time and materials. Upon Customer's acceptance of this proposal, Gulfstream will submit an "Undue Burden" Project Request or FOCA certification fees to the FAA ACO or FOCAA as applicable. Once the FAA and/or FOCA approves the "Undue Burden" Project Request or FOCA certification fees, the ACO will notify the Foreign Civil Air Authority (FCAA). Once the FAA ACO receives concurrence from the FCAA, the ACO will notify Gulfstream. Gulfstream will submit Application (8110-12), Cert. Plan and an LOI to the FAA ACO and/or FOCA. **Please note (if applicable)**, the time estimated to accomplish these steps is approximately three (3) to six (6) months depending on resource availability of the FAA and/or FOCA.

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.

PROPOSAL SUMMARY

- Please initial items in Accept/Decline columns. (Please note that quoted dollars and downtime may vary based on concurrent work with accepted/declined items.)

Item	Workscope	Amount	Accept	Decline
1.	ASC476A PlaneDeck DU-885 with No Charge ASC468A LED Cockpit Lights	\$725,000.00	_____	_____
2.	Install one (1) new Kollsman GAVIS System.	\$128,278.00	_____	_____
3.	GIV ASC480 - Navigation (ATA 34) - TCAS 7.1 Installation	\$22,608.00	_____	_____
4.	GIV ASC 481 Automatic Dependence Surveillance- Broadcast Out (ADSB-B Out) Installation	\$31,857.00	_____	_____
TOTAL		\$907,743.00		

- ◆ Downtime required for this workscope will be **twenty (20) working days**. This downtime estimate is subject to any discrepancies that may be found.
- ◆ Leadtime will be determined after proposal acceptance and is subject to equipment availability.
- ◆ All modification **MUST** be scheduled prior to arrival. Contact Gulfstream Aircraft Scheduling at [REDACTED] or [REDACTED] to coordinate the availability of installation.
- ◆ **The Kollsman GAVIS item is predicated on concurrent selection and installation of Honeywell DU-885 PlaneDeck quoted separately within this proposal.**
- ◆ This proposal (or estimate) expressly incorporates and is subject to Gulfstream Aerospace Corporation's standard work authorization Terms and Conditions. Your acceptance of all or any portion of this proposal (or estimate) confirms your agreement to accept those standard Terms and Conditions. (Please sign and return this page to [REDACTED] or [REDACTED].)

Proposal Acceptance Signature _____ **Date** _____

This proposal summary does not include items based on time and material, discrepancies or corrosion found or other materials required, handling fees, or other additional expenses outside the specified workscope of the enclosed proposal.