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Gulfstream

PRODUCT SUPPORT

PROPOSAL

Prepared for

Gulfstream GIV Serial Number 1085

XXXXXXXXXXXXX.C.

XXXXXXXXXXXXX

DOMINUS AVIATION LTD

David Thompson

Presented by

Patrick Saxon

Regional Sales Manager, Gulfstream Aerospace



Gulfstream Proposal # 7050091 R00

21 September 2018

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PART I. Workscope Description

A. INTERIOR REFURBISHMENT

Not Requested

B. AVIONICS / CABIN ELECTRONICS

Not Requested

C. MECHANICAL

1. Aircraft Records and Condition Survey

1.1 Lite Package - Aircraft Records and Condition Survey (ARCS)..... \$26,500

Included in Lite Package:

- Aircraft Records Survey (see section below)
- Aircraft Condition Survey (see section below)

Special Requirements:

- Review workscope and identify points of contact with both buyer and seller present and have both parties sign the Hold Harmless Agreement.
- The party requesting and financially obligated for the Aircraft Records and Condition Survey (usually the Buyer) must have an authorized representative sign the work order and the Hold Harmless.
- There will be a representative from all parties involved that will make decisions on all minor corrective actions to be accomplished during Aircraft Records and Condition Survey. If there is no representative present, no corrective action can be accomplished until authorized.
- Upon completion of the Aircraft Records and Condition Survey, the discrepancy list will be provided to the party(s) responsible for disposition. If a second or third party is involved with rectification of any discrepancies found, the parties will identify who will be responsible for the corrective actions. At this time, separate work orders will be opened and responsibilities assigned to each party for the work requested.
- All parties involved, based on the Service Center workload, at that time will mutually agree to the downtime schedule for the authorized work.

Aircraft Records Survey includes the following:

- **Review of Maintenance History and Records:** A review of all available maintenance records will be accomplished. The review will include a search for recorded damage history, special inspections accomplished, missing records, compliance with required inspections, maintenance, and mandatory directives. Any problems with incomplete or improper maintenance entries, missing certificate numbers or signatures, or disorganized maintenance logs will be documented in the report. If a complete reconstruction of maintenance records or logbooks is desired, it will be considered an effort over and above the basic Survey price and schedule and will be performed at time and material upon approval.
- **Documentation of Non-Applicable Maintenance Bulletins:** Gulfstream will update the aircraft records for non-applicable or previously accomplished directives (ACB, CB & AD) that are not documented in the maintenance records. A budgetary estimate to research and document non-applicable or previously accomplished bulletins is \$75 per occurrence. Incomplete records may substantially increase this cost.

PART I. Workscope Description (Continued)

C. MECHANICAL (Continued)

1. Aircraft Records and Condition Survey (Continued)

Aircraft Records Survey includes the following:

- Review of Required Aircraft Documentation: A review of weight and balance, equipment list, and electrical load analysis will be performed to determine that the known current aircraft configuration is reflected. All data will be cross-referenced against Major Repair and Alteration FAA Form 337 found and the avionics inventory. Subject matter and date of Form 337 and any related Supplemental Type Certificates (STC's) numbers will be listed. The certificate of airworthiness and current registration will be checked to ensure a match to the aircraft.
- Review of Required Flight Manuals & Supplements: Gulfstream approved flight manuals will be reviewed to determine revision status and presence of all required approved flight manual supplements. Flight manual supplements will be cross-checked against STCs.
- Update of Required Flight Manuals and Supplements: If required, Gulfstream will update any missing or outdated items in the flight manual supplements section of the flight manual or supplement binder with current data. A budgetary estimate to research and retrieve missing flight manual supplements is \$75 per occurrence. Incomplete records may substantially increase this cost.

Aircraft Condition Survey includes the following:

- Cockpit and Cabin Avionics Equipment - Operational Test: A cockpit avionics ramp check is performed and involves powering up all major avionics equipment and operationally testing systems, such as navigation, communication and flight management systems for proper operation. A cabin ramp check is performed and involves powering up of cabin outfitting components and systems. This test does not include the use of test equipment or troubleshooting of avionic systems. Results will be fully documented on the work order and findings will be highlighted in the Survey. As the Survey progresses, discrepancies may be identified. At this point, discrepancies will be listed on summary sheets and provided to customer. Any Engineering dispositions will be an additional expense and will be billed, as required.
- Inventory of Avionics and Emergency Equipment: A physical inventory of major avionics equipment will be accomplished and the results recorded in the report. The avionics inventory is limited to accessible areas only, additional access will be billed at time and material. This inventory will be cross-referenced against the equipment list during the documentation review. All cabin and cockpit installed emergency equipment will be inventoried and recorded in the report.
- Physical Survey: Is in accordance with attached Gulfstream CMP (Computerized Maintenance Program) tasks, which provide a detailed view of specified areas of aircraft. The suggested survey workscope is intended to provide you with a general visual evaluation of selected areas of the aircraft.
- Cockpit and Cabin Compartment Above Floor Inspection: A general visual inspection will be performed of cockpit, cabin, and baggage compartments for mechanical and cosmetic discrepant conditions which are deemed as unsatisfactory. Interior access will not be required or included for this general visual inspection. Note: This general visual inspection does not include NDT of cabin windows.
- Optional FAA 135 Regulation Log Research: A budgetary estimate to perform a FAA 135 Regulation Log Research is approximately \$3,500. This FAA Part 135 Regulation Log Research is limited to the collection of pertinent parts tracking documents associated with Life-Limited or otherwise tracked serialized components, which are currently, installed on the aircraft from the aircraft historical records files supplied by the operator at time of aircraft input. Note: This research does not imply to include any requirements as to pertain to the physical condition of the aircraft in regards to FAA Part 135 Compliance.

PART I. Workscope Description (Continued)

C. MECHANICAL (Continued)

1. Aircraft Records and Condition Survey (Continued)

Aircraft Records and Condition Survey Report:

- The report is a bound document and is divided into indexed sections. The format facilitates rapid access to desired information and highlights the major elements of the Survey. All findings and information yielded by this Survey will be provided in the report and on the related work order upon completion of the Survey. Two (2) copies of the signed report will be provided to the purchaser of the Survey when present at service center or a copy of report not signed can be provided in an electronic PDF format when intended buyer resides in a different country. One (1) copy of the discrepancies noted will be provided to the owner (additional report copies are available at \$150/each). Copies will not be provided to any other party including the owner of the aircraft unless expressly authorized in writing by the purchaser of the Survey.

Optional Services:

- Gulfstream also offers a complete in-house detailing service for your Gulfstream aircraft. Our experienced team of professionals can perform any detailing service; from a dry wash of the aircraft exterior to shampooing and stain-treating carpets and furnishings.
- Exterior services include washing of the aircraft (to include landing gear), waxing the aircraft with Aeroglaze, buff and polish of leading edge "bright work", and sanding to remove surface corrosion. An application of Teflon coating is also available to enhance the life of your paint as well as to reduce aircraft exterior cleaning time and costs.
- Interior services include sanitizing galley and lavatories, re-corking of drawers, shampooing of carpets, re-oiling of leather, and an application of soil and stain repellent for the carpet and upholstery.

2. Aircraft Maintenance

2.1 APU Borescope Inspection \$1,766

Accomplish APU borescope per the following CMP Codes:

- 492301 APU GTCP 36-150(G) - Borescope (as applicable)
- 494206 Igniter Plug (Left) GTCP36-150(G) - Removal / Installation Igniter Plug (Left) GTCP36-150(G) - Removal / Installation
- 494207 Igniter Plug (Right) GTCP36-150(G) - Removal / Installation

Note: Any discrepancies found during the inspection will be billed on a timeand materials basis.

D. PAINT

Not Requested

PART II. Contingencies and Assumptions of Proposal Offer

Unless expressly stated otherwise in writing, this proposal and the Workslope pricing information included in Part I Workslope, ("Proposal") is based upon the following contingencies and assumptions associated with the activity and work required for the work scope defined in Part I Workslope ("Work"). Additional charges for any Customer-approved Work ultimately performed on Gulfstream GIV aircraft, Serial Number 1085 ("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 Wentworth Aero, LLC. ("Customer") in this Proposal.

A. ESTIMATED LEADTIME:

This Proposal provides for leadtimes. Unlike downtime, which is expressed in working days as discussed below, 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. It is important to note that if an Aircraft is inducted prior to the running of the estimated leadtime, then a corresponding increase in downtime may occur.

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 Workslope, 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 Workslope. 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© and Aircraft Ownership Service: Except as specifically identified in a PART I Workscope, this Proposal does not take into account any parts provided under Gulfstream's PlaneParts© Program or Aircraft Ownership Service. Please consult your Regional Sales Manager for more information on these Gulfstream service offerings.

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

Not Applicable

PART III. Payment Terms and Remittance Instructions

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

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

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

Remittance can be made to the following:

CHECKS:

Gulfstream Aerospace Corporation
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**

B. AVIONICS / CABIN ELECTRONICS

C. MECHANICAL

1.	Aircraft Records and Condition Survey			
1.1	Lite Package - Aircraft Records and Condition Survey (ARCS)	\$26,500	<input type="checkbox"/>	<input type="checkbox"/>
2.	Aircraft Maintenance			
2.1	APU Borescope Inspection	\$1,766	<input type="checkbox"/>	<input type="checkbox"/>

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	2 Calendar Days

¹This Proposal provides for leadtimes. Unlike downtime, which is expressed in working days as discussed below, 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. It is important to note that if an Aircraft is inducted prior to the running of the estimated leadtime, then a corresponding increase in downtime may occur.

Estimated Downtime² 10 - 12 Working Days

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.

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.

PART IV. Executive Summary and Proposal Acceptance (Continued)

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

- The Aircraft Records and Condition Survey is limited in scope, and Gulfstream cannot guarantee that this Survey will uncover all problems that exist with the inspected aircraft. Ultimately, the buyer must rely on their own judgment as to the aircraft value and the seller's warranty, if any, as to the aircraft's condition.
- For planning purposes, estimated material for the Aircraft Records and Condition Survey CMP package is approximately \$7,000, and it does not include material required for clearing of any discrepancies.

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.

WENTWORTH AERO, INC.
 ("Customer")

GULFSTREAM AEROSPACE CORPORATION
 ("Gulfstream")

By: _____

By: 

Name: **David Thompson**

Name: Patrick Saxon

Title: **Authorized Agent**

Title: Regional Sales Manager, Product Support Sales

Date: **Sept 26, 2018**

Date: 21 September 2018

Please complete and return all pages of PART IV via fax (+1-912-963-0248) or email ([REDACTED]).

ATTACHMENT A

WORK AUTHORIZATION AGREEMENT TERMS AND CONDITIONS

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

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

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

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

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

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

6. WARRANTY.

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

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

6.3 ADDITIONAL REMEDY FOR COLLATERAL AIRCRAFT DAMAGE.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

18. ARBITRATION. Any controversy or claim arising out of either this Agreement or Customer's service visit to Gulfstream shall be governed by the laws of the State of Georgia, without regard for rules concerning conflicts of law, and settled by one (1) arbitrator (except if the claim is in excess of Two Million Dollars (\$2,000,000.00), then by three (3) neutral arbitrators) under the Commercial Arbitration Rules of the American Arbitration Association ("AAA") in the City where the work hereunder was performed 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: Larry Visoski
Title: Aviation Manager

Lite Package - Aircraft Records and Condition Survey (Exhibit 1)

Mandatory Code	Related Code	Code Description	Included in Material Estimate
*****		Check Airworthiness Directives	
*****		Check Customer Bulletins	
*****		Perform Avionics Inventory	
*****		Review Aircraft Status and Records	
*****		Cockpit / Cabin / Baggage Compart. Above Floor General visual Inspection (GAC-RSQCT-57 Traveler)	
231001		Avionics - Functional Ramp Test / Inspection	
273003		ELEVATOR FREE PLAY--INSP	
291030		Combined Hyd Sys DPI (Eng-driven Pump Bypass) - Inspection	
291031		Flight Hyd Sys DPI (Eng-driven Pump Bypass) - Inspection	
291032		Combined Hyd Sys DPI (Main Pressure) - Inspection	
291033		Flight Hyd Sys DPI (Main Pressure) - Inspection	
291034		Combined Hyd Sys DPI (Main Return) - Inspection	
291035		Flight Hyd Sys DPI (Main Return) - Inspection	
292020		Auxiliary System DPI (Pressure) - Inspection	
292021		Auxiliary System DPI (Return) - Inspection	
292024		Utility System DPI (Pressure) - Inspection	
292025		Utility System DPI (Pump Bypass) - Inspection	
324108		Wheel Brake Lining - Wear Check (Brake-By-Wire)	
324268		Brake Linings - Wear Check (HMAB / Dunlop)	
330007		Emergency Exit Lights - Operational Test	
330010		Exterior Lights - Operational Test	
351005		Crew Oxygen System (Pilot) - Operational Test	
351006		Crew Oxygen System (Copilot) - Operational Test	
490002		APU GTCP36-100(G) - Operational Test	
490005		APU Enclosure GTCP36-100(G) - Inspection	
490052		APU - GTCP 36-150 (G) Operational Test	
490053		APU Enclosure GTCP36-150(G) - Inspection	
521009		Baggage Door Inflatable Seal System - Operational Test	
532005		Cabin Compartment Above Floor - Inspection	
532017		Cockpit Compartment Above Floor - Inspection	
532027		Entrance Compartment Behind Panel - Inspection	
532041		Baggage Compartment Above Floor - Inspection	
	523001	Baggage Door - Removal / Installation	
532067		Tail Compartment Above Floor - Inspection	
533005		Exterior Fuselage - Inspection	
534015		Main Landing Gear Installation (Left) - Inspection	
534016		Main Landing Gear Installation (Right) - Inspection	
534018		Main Landing Gear Wheel Well Compartment - Inspection	
534020		Nose Wheel Well and Gear - Inspection	
535008		Nose Compartment / Radome Interior - Inspection	
541017		Pylon External / Internal (Left) - Inspection	
541018		Pylon External / Internal (Right) - Inspection	
551019		Elevator Skins (Left) - General Visual Inspection	
551020		Elevator Skins (Right) - General Visual Inspection	
553005		Vertical Stabilizer / Rudder (External) - Inspection	
554007		Rudder External - Inspection	
571005		Wing Exterior (Left) - Inspection	
571006		Wing Exterior (Right) - Inspection	

Aircraft/Records and Condition Survey
(Pre-Buy Inspection)
Work Authorization Addendum

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") on the following Gulfstream aircraft:

Aircraft model: Gulfstream IV

Aircraft serial number: 1085

Aircraft registration/tail no.: N120JE

pursuant to the Terms and Conditions of Work Authorization # _____, and related Work Authorizations.

I. Scope of Pre-Buy Survey and Indemnity

The Aircraft Owner and the Customer both authorize this Pre-Buy Survey and acknowledge that Pre-Buy Surveys are limited in scope and discrepant conditions may exist in the aircraft that are not discovered or reported. The Customer authorizing this Pre-Buy Survey covenants not to sue with respect to, and agrees to indemnify and hold Gulfstream Aerospace Corporation and its affiliates (collectively, "Gulfstream") harmless from and against all claims, damages, losses and expenses, including attorney's fees, asserted by Customer or any third party that arise out of or result from such Pre-Buy Survey (including those arising in whole or in part from Gulfstream's own negligence, including its negligent misrepresentation, but not its fraud). The Aircraft Owner agrees to hold Gulfstream harmless from and against all claims, damages, losses or expenses of Owner arising out of the Pre-Buy Survey or any associated reports (including those arising in whole or in part from Gulfstream's own negligence, including its negligent misrepresentation, but not its fraud).

Notwithstanding the foregoing, and except as otherwise provided or limited by the Terms and Conditions of the Work Authorization, Customer and Aircraft Owner do not indemnify or hold Gulfstream harmless, or covenant not to sue Gulfstream, with respect to:

- (i) product liability claims arising out of Gulfstream's design or manufacture of the Aircraft,
- (ii) any repair (but not inspection) by Gulfstream of the Aircraft,
- (iii) third party personal injury claims, or
- (iv) for the avoidance of doubt, Gulfstream's Warranty and Additional Remedy for Collateral Aircraft Damage provided in the Work Authorization Terms and Conditions.

II. Aircraft Records and Condition Survey (ARCS) Report

While the final ARCS Report will not be shared by Gulfstream with the Owner of the aircraft, Gulfstream will provide Owner with the completed ARCS Report sections detailing the initial Discrepancy List, any Airworthiness Directive compliance listings, and any Technical Directive/Service Bulletin compliance listings as such sections are published in the final ARCS Report. The Aircraft Owner is ultimately responsible for the accuracy of the Aircraft's records and compliance of the aircraft with the Aircraft's aviation authority and the manufacturer's recommendations for the Aircraft, and is responsible for initiating any further tasks as a result of information provided in such report sections.

III. Payment

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. Notwithstanding the payment terms above, Gulfstream

maintains its right to assert a lien against the aircraft for any unpaid services to extent provided by applicable law.

Each individual signing below represents and warrants that he/she is an authorized representative of the Aircraft Owner or Customer, as the case may be, for which he/she is signing the authorization.

ACKNOWLEDGED AND AGREED:

Aircraft Owner's Acknowledgement

Company Name: JEGE, LLC

Printed Name: Larry Visoski

Signature of Authorized Representative:

_____ Date: 9/26/2018

Customer's Acknowledgement

Company Name: DOMINUS AVIATION LTD

Printed Name: David Thompson

Signature of Authorized Representative:

_____ Date: 9/26/2018

GAC Rev 2-14-18