

# Gulfstream

PRODUCT SUPPORT

## PROPOSAL

Prepared for

Gulfstream G550 Serial Number 5173  
Registration Number N401HB

JEGE, LLC

3800 Southern Blvd Suite 204  
West Palm Beach, FL 33406

Presented by

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Regional Sales Manager, Gulfstream Aerospace  
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On behalf of:

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

18 April 2017

7035216

**JETAVIATION**  
A GENERAL DYNAMICS COMPANY



**one**  
destination  
all things aviation

**April 18, 2017**  
CPS0322132516.R1  
7035216

**Larry Vioski**  
JEJE INC.  
3800 SOUTHERN BLVD,  
SUITE 204  
WEST PALM BEACH, FL  
33406  
UNITED STATES

**Gulfstream** G-550  
Serial Number: 5173  
Registration: N401HB



## BBJ Narrowbody

**29 Boeing trained mechanics on site**

The construction of a narrow-body hangar, extensive training of technicians and investment in infrastructure has positioned Jet Aviation St. Louis as a leading resource for work on these airframes.



## Challenger

**48 Challenger trained mechanics on site**

As a Bombardier authorized service and completions center for over 30 years, Jet Aviation St. Louis meets and exceeds customer maintenance needs, from heavy maintenance to interiors to landing gear completed in-house.



## Embraer

**6 Embraer trained mechanics on site**

A factory authorized service center since 1999 for the Legacy 600, Jet Aviation is a long-time Embraer center. Jet Aviation has been an authorized service center for decades for the Embraer Legacy, and now offers service for the Lineage.



## Falcon

**31 Falcon trained mechanics on site**

For more than three decades, the Jet Aviation St. Louis Falcon team has taken great pride in applying its experience to our customers' aircraft, ensuring complete and total satisfaction. Jet Aviation St. Louis offers the total solution for your Falcon that no other resource can match.



## Global

**29 Global trained mechanics on site**

Jet Aviation St. Louis is a "One-Stop Shop" facility performing maintenance, modifications, paint and green completions. Offering warranty and service bulletin work, pioneering structural repair and heavy maintenance, the Jet Aviation team is the Global expert.



## Gulfstream

**47 Gulfstream trained mechanics on site**

Our excellent history of Gulfstream aircraft maintenance and modification service has earned us the reputation of an industry leader. From sophisticated structural repair to routine inspections, complete interior refurbishment to avionics upgrades, Jet Aviation does it all.



## Hawker

**20 Hawker trained mechanics on site**

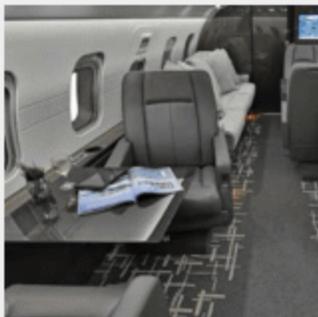
For more than 30 years, Jet Aviation St. Louis has been a provider of maintenance for Hawker airframes. Jet Aviation is a one-stop shop for service and products, from inspections to structural repair; from interior upgrades to the finishing touches in the paint booth. No other resource competes with the total solution offered by the Jet Aviation facilities.



## Completions

**66 Bombardier trained mechanics on site**

Jet Aviation St. Louis has performed over 200 aircraft completions in its history, with 100 occurring since 2008. It began its completions business in earnest in 1997 with its first Challenger 601 completion. Since then, completions have been performed for Bombardier Challenger 601, 604, 605 and 850 and Global 5000, XRS and 6000 aircraft.



## Modifications & Refurbishment

Our in-house capabilities include the following shops:

- Upholstery
- Cabinetry
- Composite
- Paint
- NDT/Calibration
- Components
- Accessories
- Sheetmetal
- Landing Gear
- Engine
- Avionics
- Engineering



April 18, 2017

Larry Visoski  
JEJE INC.  
3800 SOUTHERN BLVD, SUITE 204  
WEST PALM BEACH, FL 33406  
UNITED STATES

Dear Mr. Visoski:

Jet Aviation St. Louis, Inc. is pleased to provide the following requested information regarding the exterior paint for your Gulfstream G-550, S/N 5173.

Please review this information and place a check mark next to Accept or Decline on the attached *price summary sheet*. Email or fax the summary sheet, along with the signed *work authorization* located at the end of the quote, to Donna Cruthis at 618-646-8877.

Jet Aviation St. Louis is prepared to begin work on the aircraft at your convenience. Since our facility schedule changes almost daily, please call me at 800-222-0422, extension 8403, to discuss the timing and details that will enable us to order parts, start engineering, and schedule labor to begin your project.

All of us at Jet Aviation St. Louis appreciate the opportunity to submit this proposal and we look forward to putting our expertise to work for you.

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1. **PRICE SUMMARY**

**PAINT**

Price: Paint..... \$218,000.00      Accept  Decline

*Options*

Price: Option - Composite Sanding ..... \$20,000.00      Accept  Decline

Clean Gear Wells ..... \$1,900.00      Accept  Decline

Clean & Paint Gear Wells ..... \$15,600.00      Accept  Decline

Clean Rear Beam (aft wing spar/flap wells) ..... \$3,800.00      Accept  Decline

Clean & Paint Rear Beam (aft wing spar/flap wells) \$15,500.00      Accept  Decline

## 2. PRICING NOTES

These prices are valid for a period of thirty (30) days, and are exclusive of parts, materials and outside services (unless otherwise stated), flight time, crew expenses, fuel/de-fuel expenses, any applicable taxes, shipping & handling or expediting charges. Any additional work added by the customer during this event and/or any discrepancies found as a result of accomplishing the quoted work scope will be corrected only with your prior approval on a time and material basis.

	<u>Published</u>
Maintenance – All Aircraft excluding Global & GV/550	\$125.00
Maintenance – Global & GV/550	\$135.00
Maintenance – Boeing/Lineage	\$135.00
Accessory – Interior – Paint Labor Rate	\$125.00
Avionics – Composite Engine Labor Rate	\$135.00
Engineering/Certification Labor Rate	\$198.00

Included with this proposal is the resealing of panels removed for access and paint touch up in areas disturbed as well as interior and exterior cleaning prior to departure. Aircraft requiring defueling will be assessed a charge of \$550.00.

## 3. INCENTIVES

A \$5,000.00 incentive will be applied to the final invoice if the aircraft inputs on May 12, 2017 for paint.

## 4. ILLINOIS TAX EXEMPTION STATUS

Jet Aviation St. Louis, Inc. customers at the St. Louis Downtown Airport operation in Cahokia, Illinois, will no longer be required to pay Illinois sales tax on parts used for the maintenance, consumables, refurbishment or completion work incorporated into or upon their aircraft. However, sales tax exemption does not apply to engine parts, consumables, replacement, repair and maintenance of aircraft engines or power plants. Labor remains exempt from IL sales tax. Refer to Illinois Senate bill 450.

## 5. LEAD TIME

Jet Aviation requires an approved exterior paint rendering prior to aircraft input.

## 6. DOWNTIME

The downtime for the exterior paint is three (3) weeks.

## 7. GENERAL

Incoming Inspection

A. Upon arrival of the aircraft at Jet Aviation St. Louis, Inc an incoming inspection will be performed by the inspection department. All noted items of damage, discrepancies and incoming flight squawks will be recorded and a copy will be provided to the customer.

Additional Work

A. All additional work will be authorized by the customer in the form of a Change Order or Work Authorization.

Modifications will be accomplished utilizing the following guidelines:

- A. All modifications will be made in accordance with standard aircraft practices and will be approved by the required FAA documentation. The aircraft installations will be certified in compliance with FAR Part 91.
- B. All floor plans, layouts, design/production drawings fabric and color recommendations will be submitted to the customer for approval. The interior configuration must be approved by the customer prior to the commencement of work.
- C. An FAA approved quality control system will be maintained by Jet Aviation St. Louis, Inc.

Preservation:

- A. Customer provided engine covers will be installed.
- B. The engine preservations will be based on manufacturer's recommendation and length of stay. Preservation will be quoted separately and are not included in the quoted workscope.

## 8. EXTERIOR PAINT

Jet Aviation will strip and paint your Gulfstream 550 in a single color **dark gray base coat and light gray engines, per customer approved rendering**, using aircraft quality polyurethane (PPG or Sherwin Williams high solid, non-metallic) per manufacturer recommendations or industry standard practices. **A clear coat will be applied to the entire aircraft.**

Also included in the basic paint job are the following:

- A. 3M radome boot installation.
- B. Polishing of all existing polished bright work.
- C. Paint touch up of landing gear and painting of wheels.
- D. Painting of entry door and frame.
- E. Strip and recover airstair with new non-skid vinyl.
- F. Painting of aft equipment bay door and frame.
- G. Painting of baggage door and frame.
- H. Application of 3M erosion tape to applicable areas.
- I. Application of required placards (silk screens).
- J. Composite rudder surfaces will be sanded to original primer.
- K. Intermediate filler primer will be applied to the aircraft prior to paint application.
- L. Aircraft empty weigh after paint.
- M. Customer care kit.

### Notes:

- 1. Assumes stripes are less than 4" wide on fuselage only and non-metallic. Once the scheme has been selected, additional cost and downtime for application of custom scheme and/or metallic paints will be reviewed with the customer and quoted separately.
- 2. Existing top coat of paint on composite areas will be sanded to remove all shine and evidence of markings. If cracking or crazing is found, further repairs will be required and will be priced on a separate change order.
- 3. Upon arrival, the aircraft will be thoroughly inspected for any damaged areas. If any damage is found, it will be brought to the attention of the customer for authorization.
- 4. Price includes removing not more than 10 mils (.010") of total paint / primer coating thickness. The aircraft paint will be measured prior to the removal process and the customer will be advised. Additional stripping & sanding required for removal of excess paint, primer and filler will be performed at an additional cost on a time and material basis and may result in additional down time.
- 5. Due to unknown conditions, any corrosion treatment, repairs, excessive fiberglass rework, application or repair of anti-static paint, replacement of worn or corroded screws, flags or artwork will be performed on a time and material basis, unless previously agreed to by Jet Aviation.

6. Due to vendor warranty validity, aircraft antennas will not be painted without a customer signed waiver excluding Jet Aviation of any liability of antenna failure.

**Price: Paint .....\$218,000.00**

**8.1 COMPOSITE SANDING OPTION**

Composite areas will be sanded to original factory primer.

Note: In the event the customer elects to decline this option, Jet Aviation cannot warrant composite areas from cracking or checking.

**Price: Option - Composite Sanding .....\$20,000.00**

**8.2 PAINT OPTIONS**

The following paint options are estimated for guideline pricing only. Firm pricing will be reviewed upon selection of paint scheme design.

**Estimated Options:**

**Clean Gear Wells.....\$1,900.00**

**Clean & Paint Gear Wells.....\$15,600.00**

**Clean Rear Beam (aft wing spar/flap wells).....\$3,800.00**

**Clean & Paint Rear Beam (aft wing spar/flap wells) \$15,500.00**

## 9. TERMS AND CONDITIONS

*Jet Aviation St. Louis, Inc. hereafter known as ("Company")*

### GENERAL

1. Unless specifically documented by Customer and agreed to by Company, all equipment and furnishings removed and not reinstalled in accordance with the Specification shall become the property of Company.
2. Any work requested that is not a part of this Proposal, including the correction of over-and-above discrepancies, will be performed on a time-and-material basis following Customer approval. Any such approved work that is performed will be invoiced in accordance with Item 24 herein.
3. Downtime stated in this Proposal is based upon reasonable availability and timely receipt of required materials and equipment.
4. Any changes or deviations to this Proposal may result in revised pricing, downtime, and terms and conditions.
5. Unless specifically stated, existing hardware will be utilized.
6. Work may be performed at one or more facility. This quotation is valid for aircraft input at Company's St. Louis Downtown Airport, Cahokia, IL (CPS) facility only. If the operator wishes to utilize facilities other than CPS, revised pricing as well as other standard terms and conditions for the selected facility may apply.
7. Due to varying interpretations of continuing airworthiness requirements by FAA FSDOs, all support of continuing airworthiness documentation, if required, will be performed on a time-and-material basis.
8. If any change is required as a result of a new or revised law, government regulation or requirement, or interpretation thereof by any government agency, which is effective after the date of this proposal, such change shall be made to the work on a time-and-material basis.
9. Signed contracts (Company Work Authorization Form) shall be executed prior to the performance of all work including Customer-approved Change Orders. Additional terms and conditions apply and will be part of each such Work Authorization.
10. This proposal is based on the aircraft being completed as a U.S. registered airframe for FAA approval purposes. Any cost associated with certifying a foreign registered aircraft shall be invoiced to the Customer at additional cost.
11. All prices stated as part of this proposal exclude fuel, flight time, crew expenses, federal, state and local taxes.
12. The Customer shall be responsible for the cost of all test flights. Company will supply required technicians in support of such flights.
13. Pricing for kits, components and outside services are based on the latest available pricing from our suppliers, price increases and costs associated with kits, repairs, calibrations, overhaul and/or exchange can occur and will be passed on to the Customer.
14. Hidden damage repairs shall be performed on a time and material basis. Additionally, the repair of existing structures due to corrosion, or the repair of any non-conforming condition that does not meet FAA or manufacturer standards, shall be accomplished on a time and material basis.
15. Unscheduled NDT services which may be required due to the performance of painting, inspection, maintenance or refurbishment work quoted in this proposal will be performed on a time and material basis after approval by the Customer.

16. It is the intent of Company to approve modifications utilizing an FAA Form 337 Field Approval unless otherwise stated and this work has been quoted predicated upon this assumption. If a 337 approval is unacceptable to the FAA, an STC may be required. The additional cost and downtime for the certification effort required to generate an STC is not included in this item and would either be quoted separately or performed on a time and material basis

**PRICING & FEES**

17. Compliance with FAA, FAR Part 145.211, Paragraphs (i) and (ii) (Material Receiving Inspection and Airworthiness Certification Verification) is required on all Customer- provided parts, materials, and services. A 15% handling fee based on the then-current list price of all Customer-provided parts, materials, and services will be charged. Upon request, exceptions may be granted for Customer warranty parts, spares inventory items, and maintenance program parts.
18. Itemized pricing is for cost analysis only and not intended as stand-alone pricing. If the Customer chooses to delete items from the quoted list, the Company maintains the right to evaluate the changes and present the Customer with new pricing and downtime.
19. Prices quoted are in effect for a period of thirty (30) days from the date of a written quote, provided, however, the work is accepted and scheduled within the said thirty (30) day period and the aircraft is inducted within ninety (90) days of the related quote date. Any extended or delayed schedules and inductions beyond the said ninety (90) day period shall require pricing and schedule verification from Company which could include necessary revisions.
20. Applicable shipping and handling surcharges listed below will be applied to all invoices for compliance with FAA, FAR Part 145.211, Paragraphs (i) and (ii) (Material Receiving Inspection and Airworthiness Certification Verification).
21. Company reserves the right to apply additional shipping and handling charges to any invoice due to shipments of large components and/or parts.

<b>Workscope</b>	<b>Shipping &amp; Handling Surcharge</b>
Avionics Mod.	2.25% of total invoice amount
Interior	3.00% of total invoice amount
Paint	3.00% of total invoice amount
Maintenance	3.00% of total invoice amount

22. Applicable surcharges listed below will be applied to all invoices for consumables and to comply with EPA-Mandated Hazardous Waste Disposal Requirements.

<b>Workscope</b>	<b>Consumables and EPA-Mandated Hazmat Disposal Surcharge</b>
Avionics Mod.	5.0% of invoice total labor charges (\$5,000 Max)
Interior	5.0% of invoice total labor charges (\$5,000 Max)
Paint	5.0% of invoice total labor charges (\$5,000 Max)
Maintenance	5.0% of invoice total labor charges (\$5,000 Max)

23. Company reserves the right to utilize multiple invoices.

**TERMS/SCHEDULE OF PAYMENT**

24. Terms/Schedule of Payment in U.S. Dollars will be as follows:
- a.) Fifty percent (50%) of the total contract price is due and payable upon execution of the contract. This initial payment is the required deposit necessary to secure a firm schedule commitment. Company reserves the right to expend the deposited amount for the purpose of procuring special order equipment and/or materials in support of the project. In the event that the Customer cancels the project, all deposits are non-refundable and shall be retained by Company as liquidated damages.

- b.) The total balance, plus applicable taxes, shipping and handling, surcharges, and all over-and-above charges, including any additional parts or other equipment, less progress payments, are due and payable upon acceptance and prior to delivery of the aircraft.
- c.) Payment of all Customer-approved Change Orders will be due and payable in accordance with the above Terms/Schedule of Payment herein.
- d.) One hundred percent (100%) of the quoted amounts are due no later than completion of the aircraft and prior to departure. Progress payments will be required whenever the work in process exceeds the sum of the Customer's unused established credit limit with Company plus \$50,000.00. Failure by the Customer to make timely progress payments can result in the discontinuing of all work by Company until such payments are received. All amounts exceeding the Customer's unused credit limit with Company are due no later than the completion of the aircraft and prior to departure. All remaining balances will be due net thirty (30) days from the date of the invoices.
- e.) Unless specifically stated, all time-and-material labor hours incurred shall be invoiced at the current Company hourly labor rates that are in effect at the time of aircraft induction and all material shall be invoiced at list price.
- f.) Payment in full for all work, services, and materials is due and payable upon receipt of each applicable invoice in immediately available funds. Acceptance by Company of less than full payment shall not be a waiver of any of its rights or remedies. All remittances are due and payable at the office/address of Company shown on the invoice. Customer shall notify Company in writing of any alleged billing discrepancies within seven (7) days from the date of invoice and shall review such discrepancies with Company within fifteen (15) days after such notice. No action regarding any billing discrepancies shall be commenced by Customer until compliance with the foregoing notice and review procedures. A delinquency charge of 1½% per month, as well as reasonable legal and collection fees, shall accrue on all amounts not paid in accordance with the above Terms/Schedule of Payment.
- g.) Company reserves the right to bill Customer additional amounts on items subject to a core charge, including after completion of the work and final delivery.

#### **AVIONICS**

- 25. Aircraft engineering documents must coincide with the current aircraft configuration. Incorrect systems wiring and/or inaccurate wiring diagrams and other related documents will result in additional time-and-material charges. Customer shall be responsible for providing wiring diagrams and any related documents for existing aircraft systems installations.
- 26. Existing aircraft systems and avionics equipment that is coupled to newly installed avionics systems must be operating to current factory standards and mod status or additional repair costs will be applied.
- 27. This Proposal does not assume any possible HIRF testing requirements that are developed at a later date.
- 28. EMI/RFI interference problems that are pre-existing, or are found because of newly installed equipment, will be corrected at an additional cost to the Customer.
- 29. Two complete sets of Avionics wiring diagrams will be provided for the Avionics equipment installed by Company.
- 30. Unless specifically stated in this Proposal, prices do not include any modifications or other work that is required due to antenna relocation or structural modification to gain space provisions. Should it be determined that modifications are necessary, such work shall be accomplished at an additional cost to Customer.

#### **INTERIOR**

- 31. The existing STC-certified emergency light system on the aircraft must comply with current regulations and be capable of accommodating the new interior floor plan. If the system does not conform, a new emergency light system that complies with the current certification basis of the interior arrangement will be installed. The cost of such an installation will be considered over and above this Proposal.

32. Fabric and material specifications and pricing are as stated in the Proposal. Any deviation from these may result in a price change.
33. Customer must supply component buildup information and FAA Form 8110-3 approvals for all components being re-covered or refinished. If the buildup information or approvals are unavailable, not furnished by the Customer upon request by Company, or deemed to be insufficient for the intended application, then Company will fabricate and burn test specimens from sections of the existing components prior to any re-covering or refinishing. The above burn testing will be accomplished at an additional cost to Customer on a time and material basis. Should any existing component fail to meet then current regulations, Company will provide Customer with a quote to replace such component for an additional charge. Any resulting production delays will be identified to Customer by Company.
34. Repair work required to better-fit existing panels will be identified to the Customer for approval. Any resulting repairs will be considered over and above unless previously stated.
35. Seat certification will be in accordance with FAA, FAR 25.561. Seat installation certification in accordance with FAA, FAR 25.562, if required, will be performed on a time-and-material basis.
36. Unless specifically stated, any design work or alterations to the basic interior floor plan or redesign of existing cabinetry, chairs, etc. will be considered an over and above cost.
37. Unless specifically stated in the proposal, the plating will be accomplished on a cost plus basis. The item(s) which need to be plated will be removed from the aircraft, disassembled and sent to the appropriate plating vendor. The cost will be determined by the plating supplier and 15% will be added to cover handling in addition to the labor to remove, disassemble, reassemble and install the parts.

#### **PAINT**

38. Metallic Paint or Metallicized Vinyl Tape may cause signal degradation and therefore reduced capability of systems. Company shall not warrant the reliability, function or sensitivity of any system where the Customer has specifically requested that any antenna or radome be painted with metallic paint or covered with Metallicized Vinyl Tape.
39. Due to the nature of the paint process required for Metallic Paint and/or application of Metallicized Vinyl Tape, Company will not guarantee the thickness or the total weight of any paint work where metallic paint or Metallicized Vinyl Tape is applied.
40. When painting with metallic paints, the applied color may vary with the potential of having light and dark areas on the aircraft
41. Increased mil thicknesses due to multiple coat application and the flexing areas of the airframe may be susceptible to more frequent touch up requirements.
42. Metallic paint and Metallicized Vinyl on antennas and radome may cause a degrading of functions. This includes but is not limited to antenna reception and transmissions and radar degradation. The Company will not be responsible for such results.
43. A minimal amount of dust particulate may be present in the paint based upon multiple coat applications.
44. There is no warranty for the application or the durability of Metallicized Vinyl Tape.

## 10. WARRANTY

### JET AVIATION ST. LOUIS, INC. STATEMENT OF WARRANTY

This warranty applies to work performed by Jet Aviation St. Louis, Inc., hereafter known as ("Company"). Company warrants that all parts and materials fabricated by Company and the workmanship provided under this contract shall be free from defects under normal use and service, and shall comply with applicable FAA regulations in effect as of the time of performance of the work. Company provides the following warranty for work performed in accordance with the work scope (including change orders for such type of work) from the time of delivery of the work and shall extend to either the specified calendar anniversary of delivery of the work or specified flight hours, whichever occurs first.

DESCRIPTION	CALENDAR	OR	FLIGHT HOURS
AVIONICS INSTALLATION	1 year	OR	500 flight hours
INTERIOR WORK	1 year	OR	500 flight hours
AIRCRAFT EXTERIOR STRIP AND REPAINT	3 years	OR	1,000 flight hours
AIRCRAFT EXTERIOR SAND AND REPAINT (INCLUDING PARTIALS)	NONE	OR	NONE
<b>ALL OTHER WORK</b> Including, without limitation: <ul style="list-style-type: none"> <li>• Mechanical repairs to existing airframe, power plant</li> <li>• Repairs to existing subsystems (including existing avionics)</li> </ul>	30 days	OR	100 flight hours

As a condition to each of the above warranties, Customer shall promptly submit to Company a written claim under such warranties no later than ten (10) days following discovery of any alleged defect.

The Company warranty provided herein shall not apply to parts, material, equipment or components not manufactured by Company, except Company warranty shall apply to any defect in workmanship of Company in the installation of such parts, material, equipment or components. Such parts, material, equipment or components shall be subject to and limited to the warranties, if any, of the respective manufacturer and/or vendor of such items. Regarding work performed in Company's capacity as an authorized manufacturer Service Center, the terms and provisions of the applicable Service Center warranty shall govern and supersede any conflicting provisions of this Statement of Warranty.

The Company warranty provided herein shall not apply to, and Company shall have no responsibility or liability for, any injury or damage to any person or property (i) resulting from normal wear and tear, (ii) resulting from Customer's failure to use, maintain, or operate the aircraft or any part of the work in accordance with Company's, the manufacturer's, or their applicable manuals, bulletins, or other instructions, or (iii) resulting from misuse, negligence, accident, repair, removal and reinstallation or alteration with respect to the aircraft or work, other than by Company.

In the event of a breach of any warranty provided in this Statement, the sole and exclusive remedy of Customer and the sole and exclusive liability of Company shall be limited to re-performance by Company of the nonconforming or defective work, or repair or replacement by Company (at its option) of any Company warranted part or parts, which, within the warranty period set forth above, shall be returned to Company or to such other location as may be designated by Company. Such re-performance, repair or replacement shall be performed at Company facility where the original work was performed (unless Company agrees in writing to a different location, or at such other site as shall be mutually agreed upon). Such re-performance, repair or replacement shall be performed without cost to the Customer if provided by Company and the aircraft or part is delivered to Company at the Customer's expense; provided, however, that the costs of inspections and troubleshooting whenever and wherever performed shall be borne by the Customer. If the re-performance, repair or replacement is not to be performed by Company then Company's sole responsibility shall be to provide replacement parts for the defective parts, and any labor, installation, and other costs shall be borne by the Customer. (Replacements are warranted only for the remainder of the original warranty period.)

THE FOREGOING WARRANTY IS EXCLUSIVE AND IN LIEU OF ALL OTHER WARRANTIES AND REPRESENTATIONS, EXPRESS, IMPLIED OR STATUTORY, INCLUDING, BUT NOT LIMITED TO, THE IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE. IN NO EVENT SHALL COMPANY HAVE ANY LIABILITY WITH RESPECT TO INCIDENTAL OR CONSEQUENTIAL DAMAGES, OR DAMAGES FOR LOSS OF USE OR PROFITS.

This warranty may not be assigned by Customer, absent the prior written approval of Company. Customer (or the successor owner with respect to each subsequent assignment thereafter) shall provide notice to Company of any such transfer and assignment of the aircraft and this warranty, such notice to be provided no later than twenty (20) days prior to the transfer of the aircraft or work to any such successor owner. Assignment of the warranty shall not extend or enlarge the warranty obligations of Company. Absent a valid assignment in accordance with the provision hereof, the warranty provided herein shall become null and void upon any sale or transfer of the aircraft or work.

**11. WORK AUTHORIZATION**



**AIRCRAFT WORK AUTHORIZATION**

Note: Please supply all information necessary for work to be performed

Jet Aviation St. Louis, Inc.  
 St. Louis Downtown Airport  
 6400 Curtiss-Steinberg Drive  
 Cahokia, IL 62206-1445  
 FAA Repair Station R03R822L  
 Phone: 618-646-8000

Please remit payment to:  
 Jet Aviation St. Louis, Inc.  
 24611 Network Place  
 Chicago, IL 60673-1246  
 Phone: 618-646-8000

CUSTOMER NAME JEGE INC.				OWNER NAME (IF DIFFERENT)			
ADDRESS 3800 SOUTHERN BLVD, SUITE 204				PHONE		DATE April 18, 2017	
CITY WEST PALM BEACH,		STATE FL		ZIP CODE 33406		QUOTE # CPS0322132516.R1	
AIRCRAFT MAKE & MODEL Gulfstream G-550	YEAR	SERIAL NO. 5173	REG. NO. N401HB	TOTAL LDG	TOTAL HRS	WO #	
<b>NO.</b>	<b>SCOPE OF WORK</b>						
1	Perform workscope as outlined in Jet Aviation St. Louis, Inc Specification # <u>CPS0322132516.R1</u> , dated <u>April 18, 2017</u> .						
OVERTIME AUTHORIZATION (1½ TIME)?				YES <input type="checkbox"/>	NO <input type="checkbox"/>	FAR PART 91 <input type="checkbox"/>	
IF PARTS ARE NEEDED, SHOULD JET AVIATION SUPPLY				YES <input type="checkbox"/>	NO <input type="checkbox"/>	FAR PART 121 <input type="checkbox"/>	
						FAR PART 135 <input type="checkbox"/>	
<b>A 5.0% SURCHARGE WILL BE APPLIED TO THE LABOR ON ALL INVOICES TO COVER EPA-MANDATED HAZARDOUS WASTE DISPOSAL AND CONSUMABLES; MAXIMUM SURCHARGE OF \$5,000.00. PRICES EXCLUDE TAXES, SHIPPING AND HANDLING CHARGES.</b>							
THE PERSON SIGNING BELOW ON BEHALF OF CUSTOMER HEREBY CERTIFIES THAT SUCH PERSON (A) HAS FULL POWER AND AUTHORITY ON BEHALF OF CUSTOMER TO SIGN AND BIND CUSTOMER AND THE AIRCRAFT TO THE TERMS AND CONDITIONS OF THIS AIRCRAFT WORK AUTHORIZATION, AND (B) HAS READ AND UNDERSTANDS THE JET AVIATION ST. LOUIS, INC. TERMS AND CONDITIONS ATTACHED HERETO AND AGREES ON BEHALF OF THE CUSTOMER THAT SUCH TERMS AND CONDITIONS ARE PART OF THIS AIRCRAFT WORK AUTHORIZATION AND APPLY TO THE WORK, AND (C) HAS READ, UNDERSTANDS, AND AGREES TO THE SPECIFICATION/QUOTE (INCLUDING ITS ATTACHED TERMS AND CONDITIONS) WHEN INCORPORATED INTO THIS WORK AUTHORIZATION.							
<b>JEGE INC.</b> (CUSTOMER NAME)				<b>JET AVIATION ST LOUIS, INC.</b>			
_____		_____		_____		<b>Donna Cruthis</b>	
(Authorized Signature)		(Print Name)		(Signature)		(Print Name)	
_____		_____		_____		<b>Manager, MRO Modification</b>	
(Date)		(Title)		(Date)		<b>Sales and Design</b>	
						(Title)	

**JET AVIATION ST. LOUIS, INC.**  
**WORK AUTHORIZATION TERMS AND CONDITIONS**

**1. CONDITIONS**

All work shall be subject to these terms and conditions ("Conditions"). No waiver or modification of or addition to these Conditions shall be binding upon or enforceable against Jet Aviation St. Louis, Inc. ("Company") unless in writing and signed by an officer of Company.

**2. PAYMENT**

Except as otherwise stated, payment for all work is due and payable in full in immediately available funds upon completion of work and tender of delivery of the aircraft or other equipment to Customer. Acceptance by Company of less than full payment shall not be a waiver of any of its rights or remedies. All remittances are due and payable at the office of Company shown on the invoice. Customer shall notify Company in writing of any alleged billing discrepancies within 7 days of discovery and shall review such discrepancies with Company within 15 days after such notice. No action regarding any billing discrepancies shall be commenced by Customer until compliance with the foregoing notice and review procedures. Company reserves the right to bill Customer additional amounts on items subject to a core charge, including after completion of the work and final delivery.

**3. CREDIT TERMS/DELINQUENCY**

Company reserves the right at any time to suspend credit, or to change any credit terms provided Customer, if any, when in Company's sole opinion the financial condition of Customer so warrants. Failure to pay any invoice when due automatically makes all invoices immediately due and payable, and Company may suspend performance of all work until the full amount is settled. A delinquency charge of 1½% per month will be charged on all amounts remaining unpaid 30 days after invoice date, if not prohibited by law, otherwise at the highest lawful contract rate. Customer shall pay all of Company's expenses of collection, including reasonable attorney's fees, and court costs. Customer shall be charged reasonable rates for aircraft parking and storage and maintenance procedures implemented by Company with respect to all aircraft remaining on Company's premises more than 30 days after invoice date.

**4. PRICES**

Unless otherwise specifically stated, (i) all quoted prices are exclusive of parts, materials, fuel, pilots and flight operations, taxes, surcharge, and shipping and handling, and (ii) time, material and parts shall be charged at the Company standard retail prices in effect at the time of performance. Estimated prices shall be invoiced at actual time and material charges. Any progress reports and preliminary invoices are estimates only, and shall not be considered final.

**5. ACCEPTANCE**

This Work Authorization is binding and enforceable against Company only if approved and signed by an authorized representative of Company. A facsimile transmission copy of this Work Authorization signed on behalf of the Customer shall be binding upon the Customer, and shall be deemed the same as an original of the Work Authorization signed in ink by or on the behalf of the Customer, including for purposes of recording with the FAA.

**6. TAXES**

All prices and charges do not include, and Customer shall pay to and reimburse, defend and indemnify Company from and against all sales, use, manufacturer's, occupation, excise, or any other similar or other taxes, fees, duties, tariffs or charges assessed or imposed by any governmental authority in any way related to the work to be performed by Company. If applicable, Customer shall furnish acceptable certificates or affidavits of exemption from any such taxes or charges.

**7. DELAYS**

Completion dates, promise dates, and any downtimes or lead times stated in any document or otherwise quoted to Customer are strictly estimates and are not in any way guarantees. In no event shall Company incur or be liable or responsible for any nonperformance of or delay in the work, including but not limited to that directly or indirectly resulting from the press of other work and business, scheduling, acts of God, delays by airworthiness authorities, the adoption or enactment of any law, regulation, ruling or order directly or indirectly interfering with or rendering more burdensome the work, or nonavailability of parts, materials, or components from suppliers, delays in transportation, and strikes or other causes beyond Company's reasonable control and without additional cost or expense to Company.

**8. INDEMNIFICATION**

Customer shall defend, indemnify and hold harmless Company, its employees and agents, from and against all (i) loss of or damage to Customer's aircraft or equipment, including the work accomplished on the aircraft or equipment, and (ii) loss, damage, injury, death or other liability, in either case including legal fees and expenses, and resulting from any reasons or cause whatsoever, including, without limitation, during all flight operations of the aircraft (whether or not conducted by or participated in by Company). Company shall indemnify and hold Customer harmless for loss or damage to the aircraft while in Company's care, custody and control and occurring while it is not in flight, providing such loss or damage to the aircraft is solely, directly and proximately caused by the negligence of Company. Upon request, Customer shall furnish evidence of ground and in-flight hull and liability insurance in a form satisfactory to Company.

**9. SUBCONTRACT**

Company shall have the right to subcontract all or any portion of the work.

**10. CUSTOMER'S INSPECTION/CLAIMS**

Customer shall inspect the aircraft or repaired part immediately upon return thereof and shall within ten (10) days thereafter notify Company in writing of any claims of incomplete or unacceptable work. The failure of Customer to notify Company of any such claims within said ten (10) day period shall constitute an irrevocable acceptance of the aircraft and all work and an admission by Customer that the work fully complies with all agreed terms, specifications, and conditions.

**11. APPLICABLE LAW**

The rights and obligations of Company and Customer shall be governed and determined by the laws of the State of Missouri and, to the extent applicable, the lien laws of any other jurisdiction in which the work is performed. Customer hereby submits to the exclusive jurisdiction and service of process of the courts of the State of Missouri and such other jurisdictions in which the work is performed (including federal courts within said states) with respect to any dispute arising out of or in any way related to this Work Authorization, and the work to be performed and payments due thereunder.

**12. LIENS AND OTHER REMEDIES**

To secure Customer's obligations to make full payment to Company, Customer grants to Company a security interest in the aircraft designated on the face hereof and all other aircraft of Customer being repaired or reconditioned by Company, until all invoices pertaining to all such aircraft are fully paid. Company is hereby authorized to sign Customer's name on any documents necessary to perfect this security interest. This security interest shall be in addition to any common law or statutory repairman's or similar possessory lien, and any other liens granted or permitted by the laws of the State of Missouri or the jurisdiction in which the work is performed, as applicable, each of which liens and rights thereunder are expressly reserved by Company. In no event shall the aircraft or work be delivered to or be deemed in the possession of Customer (including during any ground and flight acceptance test), until such time as Company has been paid all amounts due Company under the provisions of this Work Authorization. All of Company's rights and remedies shall be cumulative and in addition to all other rights and remedies provided by law and equity, including all rights and remedies of a secured party under the Uniform Commercial Code.

**13. WARRANTY AND DISCLAIMERS**

The currently effective "Statement of Warranty" of the Company in effect as of the date of this Work Authorization shall govern the work. A copy has been provided to Customer or will be provided to Customer upon request. THE STATEMENT OF WARRANTY IS EXCLUSIVE AND IN LIEU OF ALL OTHER EXPRESS AND IMPLIED WARRANTIES WHATSOEVER, INCLUDING, BUT NOT LIMITED TO, IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR PARTICULAR PURPOSE.

**14. LIMITATIONS OF LIABILITY**

IN NO EVENT SHALL COMPANY BE LIABLE FOR ANY LOSS OF USE OF THE AIRCRAFT OR LOSS OF PROFITS, OR SPECIAL, INCIDENTAL OR CONSEQUENTIAL DAMAGES OR LOSSES, INCLUDING, WITHOUT LIMITATION, DIMINUTION OF VALUE, ALTERNATE LIFT, AND ANY LOSS OR DAMAGE TO THE AIRCRAFT RESULTING FROM ANY FAILURE OR REFUSAL TO PERFORM CUSTOMARY RECOMMENDED OR REQUIRED STORAGE AND MAINTENANCE PROCEDURES ON ANY AIRCRAFT REMAINING OR HELD ON THE COMPANY'S PREMISES, UNLESS SPECIFICALLY AGREED IN WRITING. COMPANY SHALL NOT BE LIABLE UNDER ANY CIRCUMSTANCES FOR PERSONAL PROPERTY OR VALUABLES LEFT OR REMAINING IN THE AIRCRAFT WHILE THE AIRCRAFT IS IN COMPANY'S CARE, CUSTODY AND CONTROL, INCLUDING BUT NOT LIMITED TO CASH, CREDIT CARDS, AND ANY PERSONAL PROPERTY INCLUDING ANY ELECTRONIC DEVICE OR RELATED EQUIPMENT. IN NO EVENT SHALL ANY ACTION BE COMMENCED AGAINST COMPANY MORE THAN ONE YEAR AFTER THE CAUSE OF ACTION WITH RESPECT TO WHICH THE CLAIM IS MADE HAS ACCRUED.