Gulfstream G200 NextGen ProLink™ Upgrade New Dual UNS-1Fw SBAS FMS’s
 FANS 1/A+ CPDLC with ATN-B1 Compliance

Thank you for requesting Trimec to quote the NextGen ProLink Upgrade for your G200 Sn xx. In order to ensure you are absolutely satisfied with the installation process, we strongly recommend that you speak with a representative from Trimec about the best possible options to match specifically with the current configuration in your aircraft. Your satisfaction is our highest priority and we want to ensure you are happy with your system selection, so please feel free to contact us at any time.

* TRIMEC will remove the existing dual Collins navigation computer cards from the Proline 4 card cage and install the NextGen ProLink™ by-pass cards. The dual Collins CDU’s will be replaced with new dual Universal Avionics Flat Panel Control Display Units. The dual Collins 4000S GPS receivers will be removed, and two UNS-1Fw navigation computer units will be mounted in the same location. TRIMEC will also install a USB/SD flash drive SSDTU, an all-in-one unit that facilitates centralized uploading of SBAS FMS navigation databases, as well as the downloading of recorded inflight FMS performance. The newly installed UNS-1Fw FMS meets the RNP 4 performance standard for both FANS 1/A+ CPDLC and ADS-B GPS source for compliance requirements.
* TRIMEC will remove the existing CMU and install a factory new UniLink® UL-801 Communications Management unit interfaced with the newly installed Latitude Technologies DL150 Satellite Data Unit and the newly installed dual Universal UNS-1Fw’s to comply with CPDLC/FANS/ATN mandates. TRIMEC will install a new Universal Avionics’ CVR-120A Cockpit Voice Recorder (CVR) to record the Data Link messages that is required for compliance with AC20-140C. The CVR will be wired to record data link messages from the newly installed UL-801 UniLink.

**PROPOSAL**

**In response to your request, we are pleased to quote the NextGen ProLink Upgrade. Travel expenses or freight are not included. We need to evaluate the aircraft for antenna locations so this quote is based on not being able to view the aircraft. Plan on 3 to 4 weeks downtime.**

**WORK DESCRIPTION:**

**Installation of the NextGen ProLink Upgrade.**

**SYSTEM EQUIPMENT:**

* 2 each UNS-1Fw SBAS GPS remote Navigation computers
* 2 each Flat Panel Control Display Units with 5” displays
* 2 each SBAS GPS antennas
* 2 each NextGen ProLink™ By-Pass cards
* 2 each Configuration Modules
* 1 each SSDTU solid state data transfer unit
* 1 each Unilink 801 with ATN
* 1 each DL-150 SDU Iridium Transceiver
* 1 each Iridium antenna
* 1 each CVR-120A Cockpit Voice Recorder
* 1 each CVR Controller
* LP, LNAV, LNAV/VNAV, LPV GPS approach capability may require upgrade of the IOC cards with Collins Service Bulletin 502 if not previously upgraded. Charges from Collins will apply to the end of the invoice.

**NOTES:**

**This proposal represents a bid for the components, material and manpower required to complete the airframe requirements for approval. Additional costs may be incurred by the customer pending the physical inspection of the existing airframe configuration and avionics installation.**

**The following items are not included in this proposal:**

**1. Crew training or other operational requirements needed**

**2. Relocation of equipment or antennas**

**3. Repainting**

**4. Travel expenses**

**5. Relocation of existing equipment to accommodate the new systems.**

**6. Interior removal**

**7. Any handsets and Iridium filters**

**8. Taxes and freight**

**9. Flight testing**

**Proposal Total: $385,500.00 (This price is only available for the first 10 aircraft)**

**PROPOSAL TERMS AND CONDITIONS:**

**Binding Effect: This proposal is not binding on Trimec Aviation unless Agreement is signed by customer, Trimec Aviation, and returned to Trimec Aviation within thirty (30) days of the date of hereof.**

**Payment Terms, Deposit. Unless otherwise agreed, payment in full will be made prior to final sign-off. Acceptable methods of payment include Company check, wire transfer, or cash. A 50% deposit equal quoted items on projects to complete or requiring special parts orders or pre-arrival engineering services will be made at time of firm schedule commitment. This deposit is non-refundable and will be retained by Trimec Aviation Inc. as liquidated damages if customer cancels or materially changes the scope or scheduling of the project.**

**Additional Charges: The following additional charges are not reflected in the quoted prices and, if applicable, will be paid by customer to Trimec Aviation Inc. upon demand:**

**1. Sales or use tax.**

**2. Charges for repairing customer-furnished parts, material or equipment determined to be unsuitable for its intended purpose.**

**3. Charges for rework of or additions to customer-furnished engineering and for fuel, oil, insurance and flight crews required for ground or flight testing.**

**4. Overtime charges**

**5. The amount, if any, by which exchange part credit granted customer by Trimec Aviation Inc. exceed the amount of such credit received by Trimec Aviation Inc. from the manufacturer or supplier.**

1. **Freight charges.**
2. **Removed equipment becomes property of Trimec Aviation unless other arrangements are made.**

**Time of Performance: Unless otherwise agreed in writing, Trimec Aviation Inc. performance will be carried out during regular (non-overtime) working hours. Customer specified Change Orders may result in additional charges and/or downtime.**

**Substitutions: Trimec Aviation Inc. may incorporate changes in design, construction or installation and substitute equivalent equipment, accessories, parts or material where it deems such changes necessary to improve the quality, performance, reliability, stability, utility or appearance of the goods or materials supplied hereunder. If any materials specified or contemplated herein are not readily procurable for their intended purpose due, directly or indirectly, to governmental prohibitions, restrictions, or priorities, Trimec Aviation Inc. will have the right to substitute equivalent suitable materials.**

**Limited Warranty: Trimec Aviation Inc. warrants that the services performed hereunder will comply with applicable FAA regulations in effect as of the date the work is performed (as interpreted by the FAA office having jurisdiction over the facility at which the work is performed) and will be free from defects in workmanship and material under normal use for one (1) year on new components and for ninety (90) days on used components from date of installation. This warranty does not apply to (1) normal wear and tear, (2) the consequences of accident, negligence, abuse or misuse or of repair, removal, reinstallation or alteration other than by Trimec Aviation Inv. and (3) to customer furnished parts or equipment or to work which, at customer’s direction, was not performed in accordance with Trimec Aviation Inc. ‘standard operating procedures. The sole and exclusive remedy of customer, and Trimec Aviation Inc.’ sole and exclusive liability, with respect to this warranty is limited to repair or replacement (at Trimec Aviation Inc.’ option) of the nonconforming or defective work or component.**

**THE FOREGOING WARRANTY IS IN LIEU OF ALL OTHER WARRANTIES, EXPRESS OR IMPLIED, INCLUDING, WITHOUTH LIMITATION, IMPLIED WARRANTIES OF MERCHANTABILITY OR FITNESS FOR PARTICULAR USE. TRIMEC AVIATION INC. WITH NOT BE LIABLE FOR ANY CONSEQUENTIAL OR INCIDENTAL DAMAGES INCLUDING, WITHOUT LIMITATION, LOSS OR USE.**

**Proposal By Accepted By**

**John Holland**