Business Overview

AvComp is a collection of services, the largest of which is our online listing platform (AvComp Marketplace) where we present aircraft specifications in a standardized format, using color-coding schemes to help users interpret data more efficiently by means of visualization. Our unique function is to facilitate data interpretation and comparison, a necessary process that already takes place in many buyers and sellers' minds or their spreadsheets.

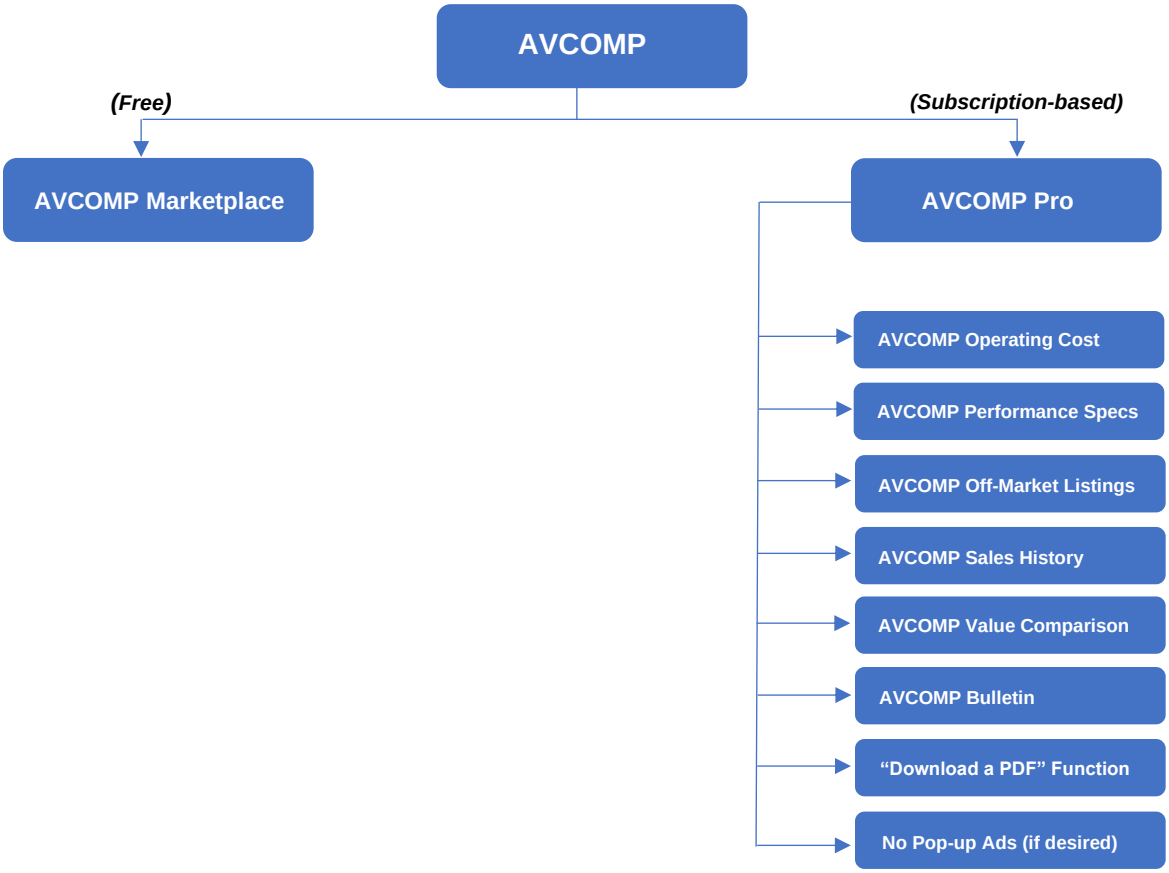
The second function (AvComp Operating Cost) is a dynamic operating cost & cash flow comparison. "Dynamic" is a feature that allows user-defined utilization scenarios to achieve a higher level of accuracy and customization.

The third function (AvComp Specifications) is its side-by-side aircraft performance comparison. There are two default display settings: "Abbreviated" for key parameters only and "Full" for comprehensive data presentation. Moreover, users can add and customize pages to their liking.

Several other functions are also offered through AvComp Pro: AvComp Off-Market Listings allow paid users to access aircraft not publicly advertised. AvComp Sales History is a collection of 12 months sales statistics collected by AvComp in-house research personnel. AvComp Value Comparison is a tool that features a side-by-side comparison of user-selected aircraft with key value drivers quantitatively defined. AvComp Bulletin is a short briefing of major industry development such as a new aircraft model and is provided for broker/dealer professionals. "Download a PDF report" allows a user to put together a customized presentation using all available elements from across the AvComp platform.

There are two levels of service: AvComp Marketplace is a free-for-viewers and for-for-listings platform connecting buyers and sellers, and AvComp Pro is a premium, subscription-based data provider designed for aircraft broker/dealers, corporate flight departments and Part 135 operators.

Although we believe it is impractical to develop all these features at once, we project that our core services (Marketplace, Operating Cost, and Specifications) will become sufficiently profitable to ensure a sustainable business model. The ultimate business objective of AvComp is not only to offer an unbiased marketplace for buyers and sellers of preowned business aircraft, but also a platform for users to access accurate aircraft cost and performance data and information in an efficient and cost-effective manner.



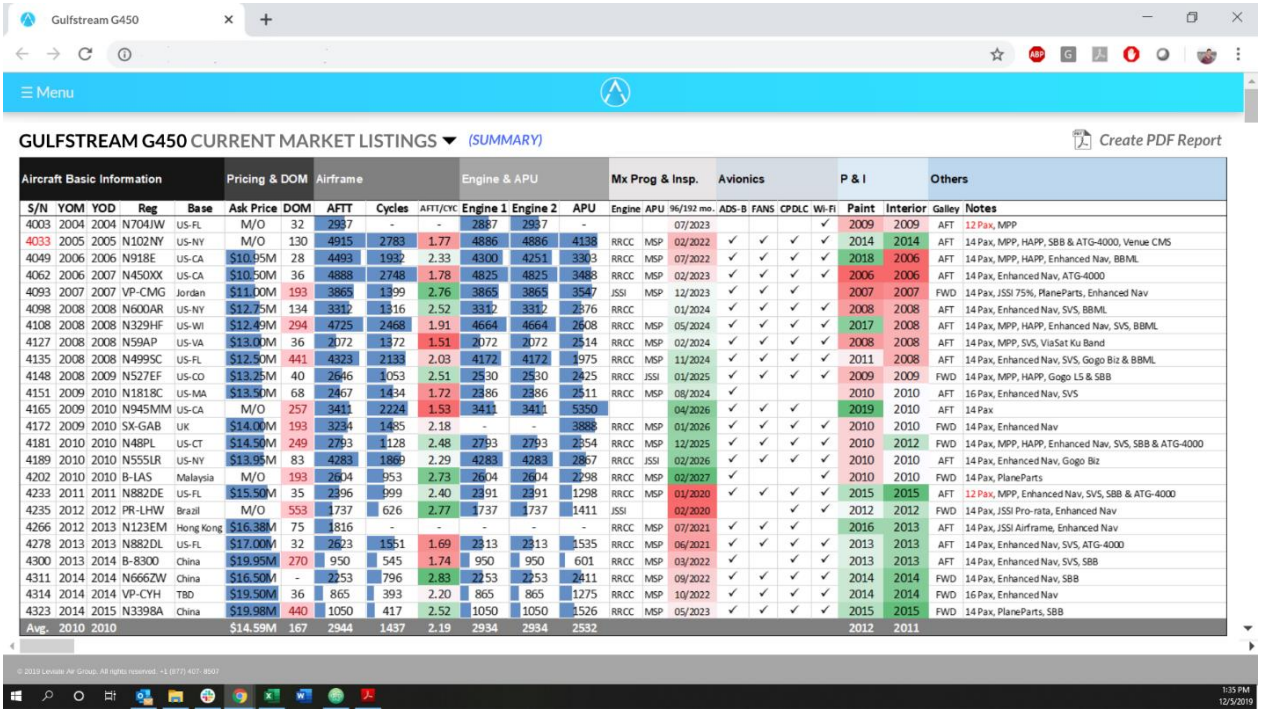
AvComp Marketplace

The AvComp Marketplace is a free platform for sellers to display/list their planes and buyers to view these listings. Unlike platforms such as controller.com and AvBuyer, AvComp Marketplace is not a pay-to-list platform, but an information provider that creates and maintains a critical mass of viewers, with the goal of selling targeted ads to advertisers. Although we do not generate revenue by charging listing fees on a monthly basis, we do believe a profitable and sustainable business model can be achieved by retaining key elements found in the playbook of today's internet-based service companies such as Google and Youtube. Google is essentially an advertising business that charges no fee to content providers or viewers. With its large user base, it constantly gathers data on user behavior and search patterns. Such data becomes a highly marketable asset in the sense that advertisements can now be inserted surgically to users with higher levels of relevance and viewer response/action. We believe AvComp Marketplace can become a successful advertiser by adopting a similar business model.

Another advantage AvComp gains by offering free listing services is that we can theoretically capture all aircraft on the open market, which means purchasers do not need to look elsewhere to obtain a complete picture of overall market conditions. This feature ensures we have a path toward gaining a critical mass of users.

One of the biggest features of AvComp Marketplace is its color-coding schemes that communicate information clearly and efficiently to users. Typically, a user has a "rough idea" on what they are interested in, such as year model, flight times and cycles, price points, additional equipment, etc. But this "rough idea" is oftentimes flexible and holistic in nature and can hardly be grasped using a yes-or-no filter engine. With color-coding visualization, users can easily scan across the market and pick out listings that satisfy his or her "rough idea" without having to read through endless descriptions and numbers.

With over 25 manufactures and over 90 different business jet models, it is nearly impossible for a broker/dealer to be familiar with key value drivers specific to each make and model. A broker usually calls their industry colleagues to learn about an aircraft model he or she has not dealt with in the past. As an added benefit, AvComp maintains a database on critical equipment & features. Such information will be selectively presented in the market summary (this can be customized to the user's liking/needs as well).



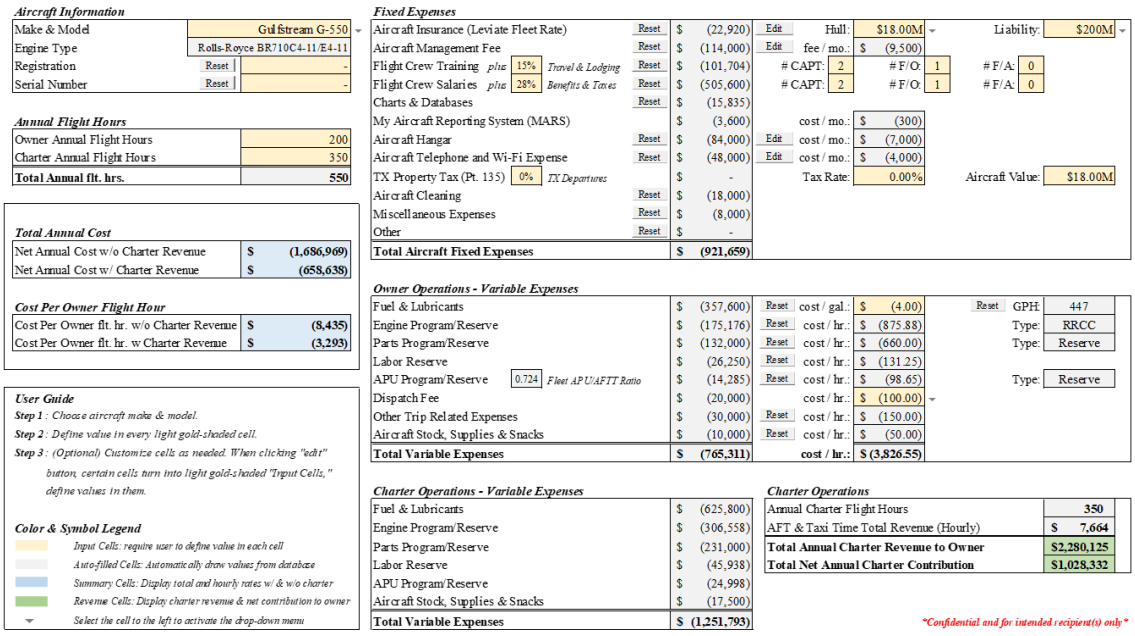
Aircraft Basic Information					Pricing & DOM		Airframe			Engine & APU			Mx Prog & Insp.			Avionics				P & I		Others	
S/N	YOM	YOD	Reg	Base	Ask Price	DOM	AFTT	Cycles	AFTT/CYC	Engine 1	Engine 2	APU	Engine	APU	96/192 mo.	ADS-B	FANS	CPDLC	Wi-Fi	Paint	Interior	Galley	Notes
4003	2004	2004	N704JW	US-FL	M/O	32	2937	-	-	2887	2937	-			07/2023				✓	2009	2009	AFT	12 Pax, MPP
4033	2005	2005	N102NY	US-NY	M/O	130	4915	2783	1.77	4886	4886	4138	RRCC	MSP	02/2022	✓	✓	✓	✓	2014	2014	AFT	14 Pax, MPP, HAPP, SBB & ATG-4000, Venue CMS
4049	2006	2006	N918E	US-CA	$10.95M	28	4493	1932	2.33	4300	4251	3303	RRCC	MSP	07/2022	✓	✓	✓	✓	2018	2006	AFT	14 Pax, MPP, HAPP, Enhanced Nav, BBML
4062	2006	2007	N450XX	US-CA	$10.50M	36	4888	2748	1.78	4825	4825	3488	RRCC	MSP	02/2023	✓	✓	✓	✓	2006	2006	AFT	14 Pax, Enhanced Nav, ATG-4000
4093	2007	2007	VP-CMG	Jordan	$11.00M	193	3865	1399	2.76	3865	3865	3547	JSSI	MSP	12/2023	✓	✓	✓		2007	2007	FWD	14 Pax, JSSI 75%, PlaneParts, Enhanced Nav
4098	2008	2008	N600AR	US-NY	$12.75M	134	3312	1316	2.52	3312	3312	2376	RRCC		01/2024	✓	✓	✓	✓	2008	2008	AFT	14 Pax, Enhanced Nav, SVS, BBML
4108	2008	2008	N329HF	US-WI	$12.49M	294	4725	2468	1.91	4664	4664	2608	RRCC	MSP	05/2024	✓	✓	✓	✓	2017	2008	AFT	14 Pax, MPP, HAPP, Enhanced Nav, SVS, BBML
4127	2008	2008	N59AP	US-VA	$13.00M	36	2072	1372	1.51	2072	2072	2514	RRCC	MSP	02/2024	✓	✓	✓	✓	2008	2008	AFT	14 Pax, MPP, SVS, ViaSat Ku Band
4135	2008	2008	N499SC	US-FL	$12.50M	441	4323	2133	2.03	4172	4172	1975	RRCC	MSP	11/2024	✓	✓	✓	✓	2011	2008	AFT	14 Pax, Enhanced Nav, SVS, Gogo Biz & BBML
4148	2008	2009	N527EF	US-CO	$13.25M	40	2646	1053	2.51	2530	2530	2425	RRCC	JSSI	01/2025	✓	✓	✓	✓	2009	2009	FWD	14 Pax, MPP, HAPP, Gogo LS & SBB
4151	2009	2010	N1818C	US-MA	$13.50M	68	2467	1434	1.72	2386	2386	2511	RRCC	MSP	08/2024	✓				2010	2010	AFT	16 Pax, Enhanced Nav, SVS
4165	2009	2010	N945MM	US-CA	M/O	257	3411	2224	1.53	3411	3411	5350			04/2026	✓	✓	✓		2019	2010	AFT	14 Pax
4172	2009	2010	SX-GAB	UK	$14.00M	193	3234	1485	2.18	-	-	3888	RRCC	MSP	01/2026	✓	✓	✓	✓	2010	2010	FWD	14 Pax, Enhanced Nav
4181	2010	2010	N48PL	US-CT	$14.50M	249	2793	1128	2.48	2793	2793	2354	RRCC	MSP	12/2025	✓	✓	✓	✓	2010	2012	FWD	14 Pax, MPP, HAPP, Enhanced Nav, SVS, SBB & ATG-4000
4189	2010	2010	N555LR	US-NY	$13.95M	83	4283	1869	2.29	4283	4283	2867	RRCC	JSSI	02/2026	✓	✓	✓	✓	2010	2010	AFT	14 Pax, Enhanced Nav, Gogo Biz
4202	2010	2010	B-LAS	Malaysia	M/O	193	2604	953	2.73	2604	2604	2298	RRCC	MSP	02/2027	✓			✓	2010	2010	FWD	14 Pax, PlaneParts
4233	2011	2011	N882DE	US-FL	$15.50M	35	2396	999	2.40	2391	2391	1298	RRCC	MSP	01/2020	✓	✓	✓	✓	2015	2015	AFT	12 Pax, MPP, Enhanced Nav, SVS, SBB & ATG-4000
4235	2012	2012	PR-LHW	Brazil	M/O	553	1737	626	2.77	1737	1737	1411	JSSI		02/2020				✓	2012	2012	FWD	14 Pax, JSSI Pro-rata, Enhanced Nav
4266	2012	2013	N123EM	Hong Kong	$16.38M	75	1816	-	-	-	-	-	RRCC	MSP	07/2021	✓	✓	✓		2016	2013	AFT	14 Pax, JSSI Airframe, Enhanced Nav
4278	2013	2013	N882DL	US-FL	$17.00M	32	2623	1551	1.69	2313	2313	1535	RRCC	MSP	06/2021	✓	✓	✓	✓	2013	2013	AFT	14 Pax, Enhanced Nav, SVS, ATG-4000
4300	2013	2014	B-8300	China	$19.95M	270	950	545	1.74	950	950	601	RRCC	MSP	03/2022	✓			✓	2013	2013	AFT	14 Pax, Enhanced Nav, SVS, SBB
4311	2014	2014	N666ZW	China	$16.50M	-	2253	796	2.83	2253	2253	2411	RRCC	MSP	09/2022	✓	✓	✓	✓	2014	2014	FWD	14 Pax, Enhanced Nav, SBB
4314	2014	2014	VP-CYH	TBD	$19.50M	36	865	393	2.20	865	865	1275	RRCC	MSP	10/2022	✓	✓	✓	✓	2014	2014	FWD	16 Pax, Enhanced Nav
4323	2014	2015	N3398A	China	$19.98M	440	1050	417	2.52	1050	1050	1526	RRCC	MSP	05/2023	✓	✓	✓	✓	2015	2015	FWD	14 Pax, PlaneParts, SBB
Avg.	2010	2010			$14.59M	167	2944	1437	2.19	2934	2934	2532								2012	2011		

(AvComp Current Market Listings Layout on a webpage)

AvComp Operating Cost

Based on Leviate Operating Financial Terminal, AvComp Operating Cost is a cash flow analysis tool that focuses on delivering a tailored cost calculator. Cost items are dynamic and adjustable based on utilization profile. For example, for certain aircraft (usually long-range jets), fuel burn is now a variable factor depending on user-defined stage length, applying first-, second- and third-hour fuel burns to generate an average rate of burn. Another example is the APU operating hour per flight hour, or APU/AFTT rate, which determines the APU program/reserve costs per flight hour. Instead of using a generic estimate (typically 0.6 APU operating hour per flight hour), we now maintain a database of average fleet APU/AFTT rate, which is updated very quarter to reflect the current fleet utilization averages. Alternatively, a user can have this number defined to suit their own needs.

In addition, we allow users to maintain a customized database on cost items unique to their operations. For flight departments and Part 135 operators, a tailored cost directory can be created to include items such as crew salary & training, engine program, parts program specific to a tailnumber.



Aircraft Information

Make & Model		Gulfstream G-550
Engine Type		Rolls-Royce BR710C4-11/E4-11
Registration	Reset	-
Serial Number	Reset	-

Annual Flight Hours

Owner Annual Flight Hours	200
Charter Annual Flight Hours	350
Total Annual flt. hrs.	**550**

Total Annual Cost

Net Annual Cost w/o Charter Revenue	$	(1,686,969)
Net Annual Cost w/ Charter Revenue	$	(658,638)

Cost Per Owner Flight Hour

Cost Per Owner flt. hr. w/o Charter Revenue	$	(8,435)
Cost Per Owner flt. hr. w Charter Revenue	$	(3,293)

User Guide

Step 1 : *Choose aircraft make & model.*

Step 2 : *Define value in every light gold-shaded cell.*

Step 3 : *(Optional) Customize cells as needed. When clicking "edit" button, certain cells turn into light gold-shaded "Input Cells," define values in them.*

Color & Symbol Legend

Input Cells: require user to define value in each cell

Auto-filled Cells: Automatically draw values from database

Summary Cells: Display total and hourly rates w/ & w/o charter

Revenue Cells: Display charter revenue & net contribution to owner

Select the cell to the left to activate the drop-down menu

Fixed Expenses

Aircraft Insurance (Leviate Fleet Rate)	Reset	$ (22,920)	Edit	Hull:	$18.00M	Liability:	$200M
Aircraft Management Fee	Reset	$ (114,000)	Edit	fee / mo.:	$ (9,500)		
Flight Crew Training *plus* 15% *Travel & Lodging*	Reset	$ (101,704)		# CAPT:	2	# F/O:	1	# F/A: 0
Flight Crew Salaries *plus* 28% *Benefits & Taxes*	Reset	$ (505,600)		# CAPT:	2	# F/O:	1	# F/A: 0
Charts & Databases	Reset	$ (15,835)					
My Aircraft Reporting System (MARS)		$ (3,600)		cost / mo.:	$ (300)		
Aircraft Hangar	Reset	$ (84,000)	Edit	cost / mo.:	$ (7,000)		
Aircraft Telephone and Wi-Fi Expense	Reset	$ (48,000)	Edit	cost / mo.:	$ (4,000)		
TX Property Tax (Pt. 135) 0% *TX Departures*		$ -		Tax Rate:	0.00%	Aircraft Value:	$18.00M
Aircraft Cleaning	Reset	$ (18,000)					
Miscellaneous Expenses	Reset	$ (8,000)					
Other	Reset	$ -					
Total Aircraft Fixed Expenses		**$ (921,659)**					

Owner Operations - Variable Expenses

Fuel & Lubricants	$ (357,600)	Reset	cost / gal.:	$ (4.00)	Reset	GPH:	447
Engine Program/Reserve	$ (175,176)	Reset	cost / hr.:	$ (875.88)		Type:	RRCC
Parts Program/Reserve	$ (132,000)	Reset	cost / hr.:	$ (660.00)		Type:	Reserve
Labor Reserve	$ (26,250)	Reset	cost / hr.:	$ (131.25)			
APU Program/Reserve 0.724 *Fleet APU/AFTT Ratio*	$ (14,285)	Reset	cost / hr.:	$ (98.65)		Type:	Reserve
Dispatch Fee	$ (20,000)		cost / hr.:	$ (100.00)			
Other Trip Related Expenses	$ (30,000)	Reset	cost / hr.:	$ (150.00)			
Aircraft Stock, Supplies & Snacks	$ (10,000)	Reset	cost / hr.:	$ (50.00)			
Total Variable Expenses	**$ (765,311)**		**cost / hr.:**	**$ (3,826.55)**			

Charter Operations - Variable Expenses

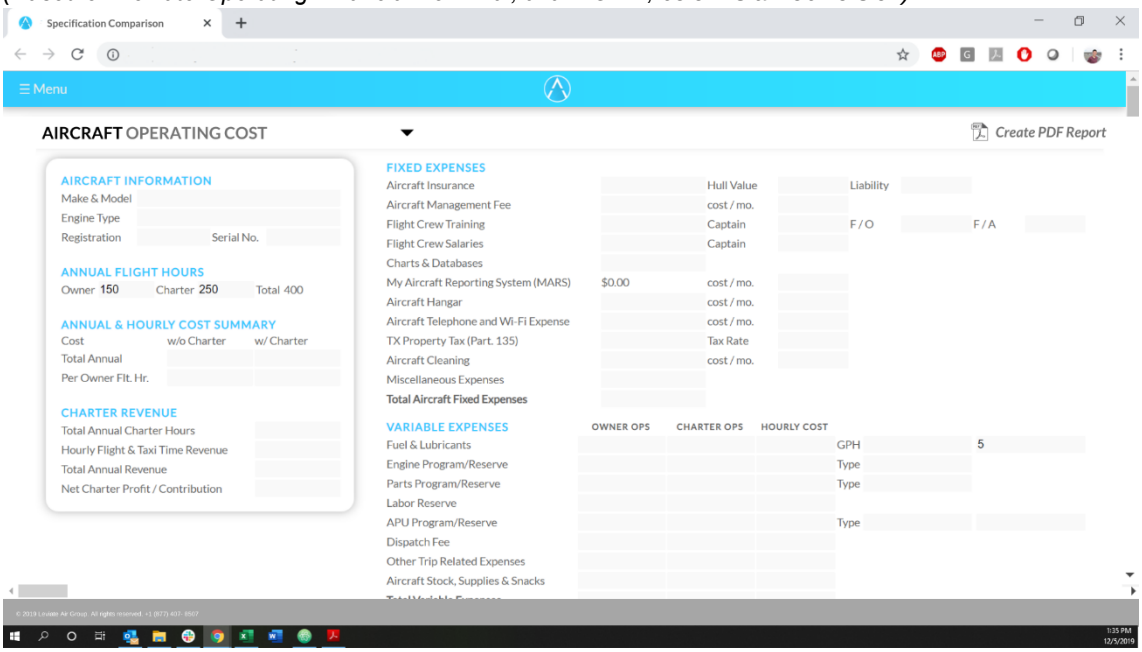
Fuel & Lubricants	$ (625,800)
Engine Program/Reserve	$ (306,558)
Parts Program/Reserve	$ (231,000)
Labor Reserve	$ (45,938)
APU Program/Reserve	$ (24,998)
Aircraft Stock, Supplies & Snacks	$ (17,500)
Total Variable Expenses	**$ (1,251,793)**

Charter Operations

Annual Charter Flight Hours	350
AFT & Taxi Time Total Revenue (Hourly)	$ 7,664
Total Annual Charter Revenue to Owner	**$2,280,125**
Total Net Annual Charter Contribution	**$1,028,332**

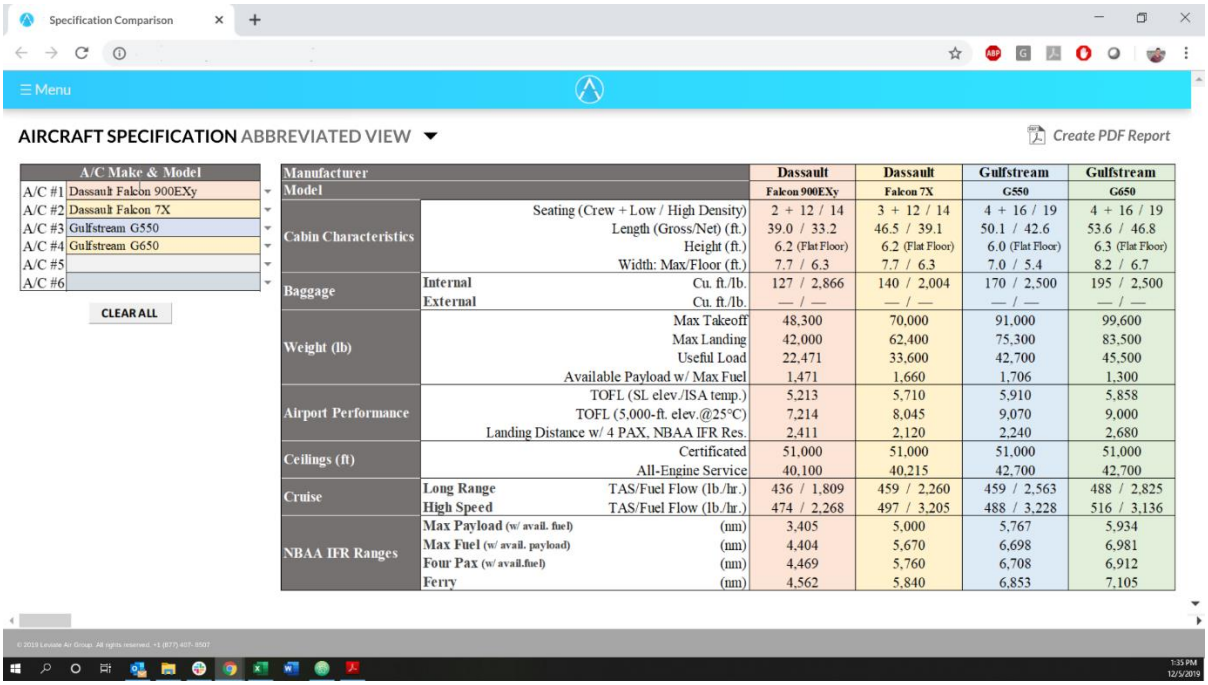
Confidential and for intended recipient(s) only

(Based on Leviate Operating Financial Terminal, aka "LOFT", below is a web version)



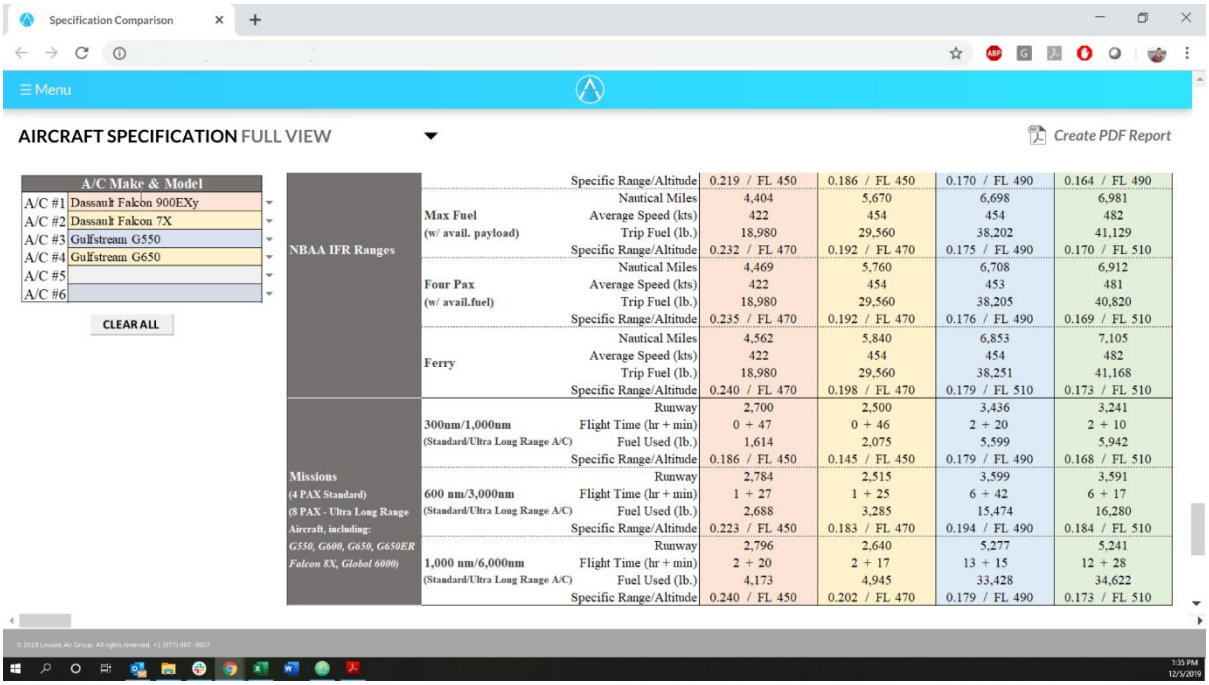
AvComp Performance Specs

Based on Leviate Aircraft Specification Comparison (LASCOM), AvComp Performance Specs is an aircraft specification database that captures a wide range of aircraft information. Specifications are either provided by manufacturers' publicly available datasheets or from third party sources. There are two default display settings: "Abbreviated" for key parameters only and "Full" for comprehensive data presentation. "Abbreviated" view offers a quick reference to users and help them obtain a general picture on an aircraft's size, weight, takeoff & landing performance and range performance. "Full" view is a detailed description of every possible measurement on the aircraft, providing a more in-depth look into an aircraft's characteristics in very specific areas of interest to the user.



Manufacturer			Dassault	Dassault	Gulfstream	Gulfstream
Model			Falcon 900EXy	Falcon 7X	G550	G650
Cabin Characteristics		Seating (Crew + Low / High Density)	2 + 12 / 14	3 + 12 / 14	4 + 16 / 19	4 + 16 / 19
		Length (Gross/Net) (ft.)	39.0 / 33.2	46.5 / 39.1	50.1 / 42.6	53.6 / 46.8
		Height (ft.)	6.2 (Flat Floor)	6.2 (Flat Floor)	6.0 (Flat Floor)	6.3 (Flat Floor)
		Width: Max/Floor (ft.)	7.7 / 6.3	7.7 / 6.3	7.0 / 5.4	8.2 / 6.7
Baggage	Internal	Cu. ft./lb.	127 / 2,866	140 / 2,004	170 / 2,500	195 / 2,500
	External	Cu. ft./lb.	— / —	— / —	— / —	— / —
Weight (lb)		Max Takeoff	48,300	70,000	91,000	99,600
		Max Landing	42,000	62,400	75,300	83,500
		Useful Load	22,471	33,600	42,700	45,500
		Available Payload w/ Max Fuel	1,471	1,660	1,706	1,300
Airport Performance		TOFL (SL elev./ISA temp.)	5,213	5,710	5,910	5,858
		TOFL (5,000-ft. elev.@25°C)	7,214	8,045	9,070	9,000
		Landing Distance w/ 4 PAX, NBAA IFR Res.	2,411	2,120	2,240	2,680
Ceilings (ft)		Certificated	51,000	51,000	51,000	51,000
		All-Engine Service	40,100	40,215	42,700	42,700
Cruise	Long Range	TAS/Fuel Flow (lb./hr.)	436 / 1,809	459 / 2,260	459 / 2,563	488 / 2,825
	High Speed	TAS/Fuel Flow (lb./hr.)	474 / 2,268	497 / 3,205	488 / 3,228	516 / 3,136
NBAA IFR Ranges	Max Payload (w/ avail. fuel)	(nm)	3,405	5,000	5,767	5,934
	Max Fuel (w/ avail. payload)	(nm)	4,404	5,670	6,698	6,981
	Four Pax (w/ avail.fuel)	(nm)	4,469	5,760	6,708	6,912
	Ferry	(nm)	4,562	5,840	6,853	7,105

(See "Abbreviated View" above and "Full View" below. This page is scrollable horizontally and vertically)



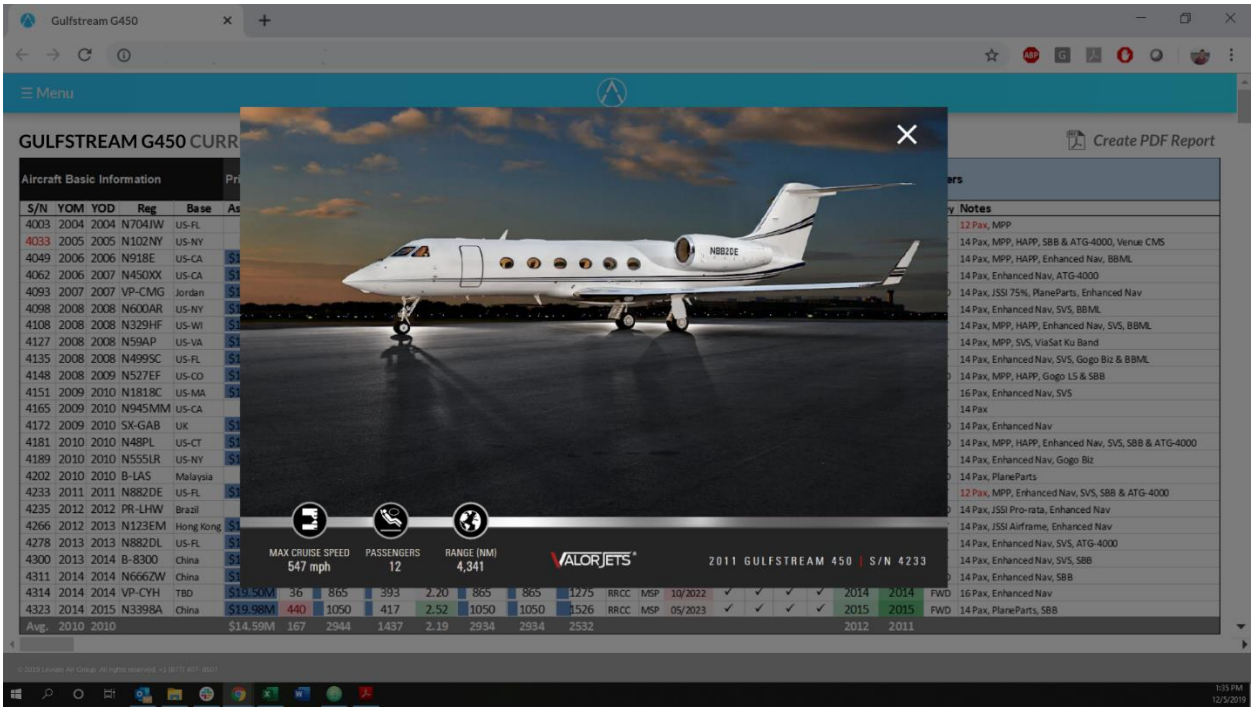
NBAA IFR Ranges		Specific Range/Altitude	0.219 / FL 450	0.186 / FL 450	0.170 / FL 490	0.164 / FL 490
	Max Fuel (w/ avail. payload)	Nautical Miles	4,404	5,670	6,698	6,981
		Average Speed (kts)	422	454	454	482
		Trip Fuel (lb.)	18,980	29,560	38,202	41,129
		Specific Range/Altitude	0.232 / FL 470	0.192 / FL 470	0.175 / FL 490	0.170 / FL 510
	Four Pax (w/ avail.fuel)	Nautical Miles	4,469	5,760	6,708	6,912
		Average Speed (kts)	422	454	453	481
		Trip Fuel (lb.)	18,980	29,560	38,205	40,820
		Specific Range/Altitude	0.235 / FL 470	0.192 / FL 470	0.176 / FL 490	0.169 / FL 510
	Ferry	Nautical Miles	4,562	5,840	6,853	7,105
		Average Speed (kts)	422	454	454	482
		Trip Fuel (lb.)	18,980	29,560	38,251	41,168
		Specific Range/Altitude	0.240 / FL 470	0.198 / FL 470	0.179 / FL 510	0.173 / FL 510
Missions (4 PAX Standard) (8 PAX - Ultra Long Range Aircraft, including: G550, G600, G650, G650ER Falcon 8X, Global 6000)	300nm/1,000nm (Standard/Ultra Long Range A/C)	Runway	2,700	2,500	3,436	3,241
		Flight Time (hr + min)	0 + 47	0 + 46	2 + 20	2 + 10
		Fuel Used (lb.)	1,614	2,075	5,599	5,942
		Specific Range/Altitude	0.186 / FL 450	0.145 / FL 450	0.179 / FL 490	0.168 / FL 510
	600 nm/3,000nm (Standard/Ultra Long Range A/C)	Runway	2,784	2,515	3,599	3,591
		Flight Time (hr + min)	1 + 27	1 + 25	6 + 42	6 + 17
		Fuel Used (lb.)	2,688	3,285	15,474	16,280
		Specific Range/Altitude	0.223 / FL 450	0.183 / FL 470	0.194 / FL 490	0.184 / FL 510
	1,000 nm/6,000nm (Standard/Ultra Long Range A/C)	Runway	2,796	2,640	5,277	5,241
		Flight Time (hr + min)	2 + 20	2 + 17	13 + 15	12 + 28
		Fuel Used (lb.)	4,173	4,945	33,428	34,622
		Specific Range/Altitude	0.240 / FL 450	0.202 / FL 470	0.179 / FL 490	0.173 / FL 510

How We Make Money

AvComp Marketplace

The sole source of revenue from AvComp Marketplace is the ads we expect to sell at or above the current prevailing e-blast rates. Pop-up ads are ubiquitous in today's digital marketing sphere. A pop-up ad usually takes the form of a photo ad that occurs on full screen for a short duration of time, typically several seconds. Users who installs browser plug-in ad blockers will be unable to view the content, and will be prompted to either turn off their adblockers or switch to the subscription based AvComp Pro.

We believe the total revenue from AvComp Marketplace ad services will not be immediately significant. Since ad prices are typically directly proportional to website views, it is vitally important that we focus on driving up traffic to AvComp Marketplace until we achieve a level of reputation and viewership. Much like Facebook in its beginning years, we need to work on becoming the ultimate "connector" of content providers and viewers at first, and then gradually turning such interaction into marketable assets to advertisers.

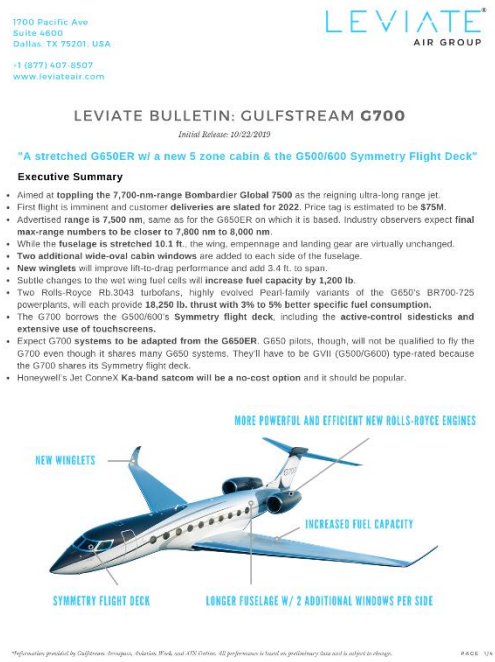


(Pop-up ads can be inserted into browser windows of our target audience)

AvComp Pro

Another source of revenue comes from subscription-based premium services we call AvComp Pro. It features AvComp Operating Cost, AvComp Performance Specs, AvComp Off-Market Listings, AvComp Sales History, AvComp Value Comparison, AvComp Bulletin, and “download a PDF report” feature that allows a user to generate a printable report for off-line use and distribution. AvComp Pro is also designed for users who prefer not to see pop-up ads while using our service.

While we are not entirely certain about the level of subscription revenue we can achieve immediately after initial launch. We nevertheless believe our ultimate monthly revenue from AvComp Pro will match or exceed that of AircraftPost and Conklin & De Decker.



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LEVIATE® AIR GROUP

LEVIATE BULLETIN: GULFSTREAM **G700**

Initial Release: 10/22/2019

“A stretched G650ER w/ a new 5 zone cabin & the G500/600 Symmetry Flight Deck”

Executive Summary

- Aimed at **toppling the 7,700-nm-range Bombardier Global 7500** as the reigning ultra-long range jet.
- First flight is imminent and customer **deliveries are slated for 2022**. Price tag is estimated to be **$75M**.
- Advertised **range is 7,500 nm**, same as for the G650ER on which it is based. Industry observers expect **final max-range numbers to be closer to 7,800 nm to 8,000 nm**.
- While the **fuselage is stretched 10.1 ft**., the wing, empennage and landing gear are virtually unchanged.
- **Two additional wide-oval cabin windows** are added to each side of the fuselage.
- **New winglets** will improve lift-to-drag performance and add 3.4 ft. to span.
- Subtle changes to the wet wing fuel cells will **increase fuel capacity by 1,200 lb**.
- Two Rolls-Royce Rb.3043 turbofans, highly evolved Pearl-family variants of the G650’s BR700-725 powerplants, will each provide **18,250 lb. thrust with 3% to 5% better specific fuel consumption.**
- The G700 borrows the G500/600’s **Symmetry flight deck**, including the **active-control sidesticks and extensive use of touchscreens.**
- Expect G700 **systems to be adapted from the G650ER**. G650 pilots, though, will not be qualified to fly the G700 even though it shares many G650 systems. They’ll have to be GVII (G500/G600) type-rated because the G700 shares its Symmetry flight deck.
- Honeywell’s Jet ConneX **Ka-band satcom will be a no-cost option** and it should be popular.

Performance provided by Gulfstream Aerospace, Aviation Week, and ATG Online. All performance is based on preliminary data and is subject to change.

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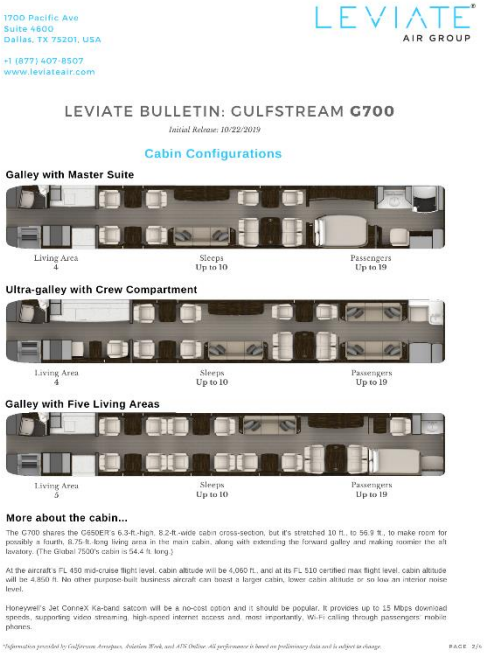

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LEVIATE® AIR GROUP

LEVIATE BULLETIN: GULFSTREAM **G700**

Initial Release: 10/22/2019

Cabin Configurations

Galley with Master Suite

Living Area	Sleeps	Passengers
4	Up to 10	Up to 19

Ultra-galley with Crew Compartment

Living Area	Sleeps	Passengers
4	Up to 10	Up to 19

Galley with Five Living Areas

Living Area	Sleeps	Passengers
5	Up to 10	Up to 19

More about the cabin...

The G700 shares the G650ER’s 6.3-ft.-high, 8.2-ft.-wide cabin cross-section, but it’s stretched 10 ft., to 96.9 ft., to make room for possibly a fourth, 8.75-ft.-long living area in the main cabin, along with extending the forward galley and making roomier the aft lavatory. (The Global 7500’s cabin is 54.4 ft. long.)

At the aircraft’s FL 450 mid-cruise flight level, cabin altitude will be 4,060 ft., and at its FL 510 certified max flight level, cabin altitude will be 4,850 ft. No other purpose-built business aircraft can boast a larger cabin, lower cabin altitude or so low an interior noise level.

Honeywell’s Jet ConneX Ka-band satcom will be a no-cost option and it should be popular. It provides up to 15 Mbps download speeds, supporting video streaming, high-speed internet access and, most importantly, Wi-Fi calling through passengers’ mobile phones.

Information provided by Gulfstream Aerospace, Aviation Week, and ATG Online. All performance is based on preliminary data and is subject to change.

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(AvComp Bulletin is based on Leviate Bulletin)

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LEVIATE BULLETIN: GULFSTREAM **G700**

Initial Release: 10/22/2019

Symmetry Flight Deck

“Symmetry is highly integrated with aircraft systems, slashing the length of checklists and allowing launch in 10 min. or less from battery power-up.”

OVERHEAD TOUCHSCREEN PANELS

Three displays all controlling primary systems on the overhead panel, taking over the functions of approximately 70 percent of the knobs and switches that used to reside there. Each display is identical and one of the three panels can fail and the aircraft can still be dispatched.

HUD/EVS/SVS

Dual Collins HUDs are standard, along with a third-generation, high-resolution, cryogenically cooled InSb EVS camera. Similar to systems offered by Bombardier and Dassault, the G700’s HUD will display SVS and/or EVS imagery.

PREDICTIVE LANDING PERFORMANCE

Gulfstream’s predictive landing performance feature will be standard. It looks at ground speed, flight path vector and touchdown point, runway condition, and manual or auto-brake performance to predict and display on both the PFD and HUD where the aircraft will stop on the available runway.

TOUCHSCREENS

The four touchscreens replace the functionality that used to reside in the multifunction control and display unit (MCDU) and audio controls and many buttons and knobs that no longer exist on the pedestal. The only physical control on the pedestal is a flight control reset switch. The cursor control devices and palm rests were moved to the pedestal area to make room for the sidesticks.

All the touchscreens use resistive technology, which means the user must press on the screen to elicit a reaction, as opposed to the capacitive-type screen found on popular consumer tablets or the infrared grid type that Garmin employs for its touchscreen controllers.

ACTIVE CONTROL SIDESTICKS (ACS)

The new sticks are the electronically linked active control sidesticks (ACSs) from BAE Systems. The sticks not only move in concert but also enable each pilot to see stick displacement and feel what the other pilot is doing with the controls and to feel force feedback programmed to match the flight condition.

In an active sidestick cockpit, any manipulation of one sidestick would have been duplicated on the other side of the cockpit. Had the two pilots attempted to fight each other for control of an active sidestick configuration, those efforts would have easily been felt by both pilots through the force feedback system built into the stick.

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Risk Factors

We may not be able to capture all or most of listings for sale within our target timeframe.

Since AvComp Marketplace features a color-coding scheme for users to compare listings more efficiently, it is possible that sellers of less attractive aircraft will be discouraged from listing on our platform, even though is it free of charge. This can create a potential problem with our objective of becoming the largest marketplace for preowned aircraft.

We intend to mitigate this risk by having our research personnel manually enter these less attractive aircraft in the AvComp Pro version of the Marketplace. In addition, we believe that AvComp Marketplace can achieve a reputation of being a platform of attractive aircraft once it becomes apparent that uncompetitive listings will simply steer away from the platform, for the fear of competition.

We may not be able to generate enough revenue from pop-up ads to sustain our operations.

Revenue projection up at this point is a simple “guesstimate” based on comparable industry competitors. We are not certain whether pop-up ad revenue, especially in the early stages, will be significant enough to maintain the expenses associated with ongoing operations and future development of the platform.

We may face cost overruns on software development and marketing.

Cost overruns in software development is common, especially for systems that require complex coding and multiple programing languages. We are at this point uncertain about the total cost to develop a fully functional AvComp Marketplace, which is the most complex element in AvComp.

Marketing our services to the industry can be expensive. It may involve many man hours of sales calls and videoconferences for demos. If we must employ full-time software maintainers and sales/demo personnel, we may incur additional costs.

We may not be able to obtain aircraft performance data for commercial use legally and cost-effectively.

AvComp Specification relies heavily on third party sources which almost always contain copyright clauses in their user agreements. Commercializing third party data may bring potential legal liability to our business. Although we intend to mitigate this risk by using data directly provided by manufacturers as much as possible, we are very limited in what we can do when it comes our reliance on data from other sources.

(End)