STAVATTI®

SM-920

Narrowbody Commercial Airliner

LETTER OF INTENT (LOI)

Letter of Intent to Purchase the Stavatti SM-920 Narrowbody Commercial Airliner

STAVATTI AEROSPACE LTD

NIAGARA FALLS
9400 Porter Road
Niagara Falls, NY
14304 USA

MAIL STOP
P.O. Box 3010
Niagara Falls, NY
14304 USA

MN TEL: 651-238-5369
NY TEL: 716-205-8396
email: aerospace@stavatti.com
https://www.stavatti.com

CAGE: 8GT89
DDTC: M45748
DDTC: K-8265
UEI: GSJ9JXA9FEE4

NAICS: 336411
NAICS: 336412
NAICS: 336414
NAICS: 332994

1. PARTICIPANTS

A. This LOI is submitted by:

_____
(Purchaser)

_____
(Address)

_____
(Address)

_____
(Phone)

_____
(email)

Hereinafter referred to as the “Purchaser.”

B. This LOI is submitted to:

Stavatti Aerospace Ltd.
9400 Porter Road
Niagara Falls, NY 14304
TEL: 651-238-5369
email: loi@stavatti.com
https://www.stavatti.com

Hereinafter referred to as “Stavatti.”

---

2. WHEREAS

The Purchaser hereby issues this LOI as a good faith declaration of intent to purchase:

_____(Number) of SM-920 Airliner(s)

and any and all associated standard aircraft equipment, aircraft spares, ground support equipment, flight and mission support equipment, technical documentation, ground based training and simulation that may be specified within the Purchase Agreement Contract.

3. PURCHASE PRICE

The agreed per unit Flyaway Cost associated with each specific aircraft is:

_____($ USD) per SM-920 Airliner

The unit flyaway cost/purchase price(s) as specified applies to one (1) SM-920 Aircraft of an agreed to configuration as specified in the Purchase Agreement Contract. The purchaser acknowledges that the purchase price and/or the specifications of the aircraft may be modified prior to execution of the Purchase Agreement Contract. In the event the purchase price and/or specifications of the aircraft change by a total amount greater than ±10% of the stated/specified values herein, the purchaser agrees to accept the changes or notify Stavatti within 30 calendar days of purchasers receipt of any price or specifications changes in writing by Stavatti that they desire to modify and/or withdraw this LOI. Stavatti will issue a statement specifying any and all changes to aircraft pricing or specifications that are greater than ±10% of the stated/specified values herein in writing to all purchasers who have issued an LOI to Stavatti within 10 business days of those changes. The written notice of changes will be issued by email.

The purchase price(s) as specified apply to one (1) basic aircraft of an agreed to configuration as specified in the Purchase Agreement Contract. The following support documentation, equipment and material is included with the purchase of each aircraft:

U.S. Standard Airworthiness Certificate, Export Certificate of Airworthiness, Weight and Balance Data Sheets/Weight and Balance Plotter, Aircraft/Engine/Armament System Log Books, Abbreviated Checklist, Flight Manual, Pilot's Operating Manual, Avionics Wiring Diagrams, Hydromechanical Systems Manual, Maintenance Manual (Airframe), Illustrated Parts Catalog (Airframe), Wiring Diagram Manual (Airframe), Weight and Balance Manual, Component Maintenance Manual, Structural Repair Manual, System Control Code Programmers Manual, Illustrated Tool and Equipment Manual, Nondestructive Inspection Manual, Engine Maintenance Manuals, Engine Illustrated Parts Catalogs, Parts Warranty Listing, additional miscellaneous information concerning engine, airframe and avionics support, Aircraft mooring system (including moorings, wheel chocks, control locks, pitot-static port covers, etc.), Aircraft Sunshades/Covers, Comprehensive Aircraft Maintenance System Tool Kit, Aircraft Emergency Survival Provisions, Stavatti provided operational ground schooling and orientation for two flight officers, Stavatti provided maintenance and service ground schooling and orientation for a maintenance team of five, Custom Paint Scheme consisting of up to 10 base colors and up to 25 trim colors, Single Full Internal Fuel Load consisting of Jet-A installed in aircraft, additional equipment and a 2,000 Flight-Hour Manufacturer's Warranty.

All publications, documents and manuals will be provided in digital and/or CD-ROM format. Physical Hardcopies may be ordered. In addition to documentation supplied by Stavatti General Aviation Systems, additional documentation may be provided detailing the operation/maintenance of specific aircraft systems by specific aircraft system manufacturers. Stavatti will provide Service Bulletins, Service Letters, Air Worthiness Directorates and manual revisions for the duration of aircraft operational service life.

The flyaway cost of the aircraft does not include the cost of any spares or other logistical support that may be associated with a purchase contract. All flyaway cost data provided herein is not contractually binding and is considered to be a Rough Order of Magnitude (ROM) projection. Final flyaway costs associated with the procurement of aircraft as specified within this LOI will be agreed upon at the signing and execution of the Purchase Agreement Contract.

4. TOTAL ORDER VALUE

The agreed total value of the anticipated aircraft purchase order for the number of aircraft procured (Section 2) at the specified unit Flyaway Cost (Section 3) is:

_____($ USD)

The above Total Order Value reflects only the costs associated with the purchase of a specific number of aircraft and does not include the cost of standard aircraft equipment, aircraft spares, ground support equipment, flight support equipment, technical documentation and ground based trainers. The total value of the order including the cost of standard aircraft equipment, aircraft spares, ground support equipment, flight and mission support equipment, technical documentation, ground based trainers and simulators will be specified within the Purchase Agreement Contract.

5. PURCHASE & PAYMENT STRUCTURE

Stavatti SM-920 commercial aircraft are marketed and sold directly by Stavatti to the end user as a Direct Commercial Sale (DCS) utilizing a Fixed Cost Contract (FCC) structure that may be sold factory direct or through a broker/dealer structure. The total cost of aircraft purchased under this FCC structure is specified in the above section 4.0 of this document.

The typical purchase process for the Direct Commercial Sale (DCS) of all Stavatti aircraft includes:

1) The purchaser provides Stavatti with a Letter of Intent (LOI). The LOI is a statement indicating that the customer (purchaser) intends to enter into a binding contract for the purchase of a specified number of aircraft. The LOI must include information relating to the quantity, model, configuration, options and final cost which the purchaser will procure, the address of the purchaser, a signature of the purchaser or qualified purchaser representative and the address of the aircraft delivery destination.

2) To secure a Production and Delivery Slot and be assigned a specific production aircraft serial number, the purchaser must provide Stavatti with a Deposit equal to at least 5% of the purchase price of the aircraft as specified in Section 3 at time of LOI submission. Production and delivery Slots are granted priority status based upon receipt of LOIs with deposits and only LOIs accompanied with deposits will be granted a specific aircraft serial number. No Deposit is necessary to submit an LOI. LOIs submitted without associated deposit will be assigned a serial number and production and delivery slot in the order they were received directly after any and all LOIs accompanied by deposits have been assigned a serial number and production and delivery slot with deposit associated LOIs taking priority at any point in time.

3) The Purchaser and Stavatti draft and enter into/sign a Purchase Agreement Contract (PAC). The PAC will specify the precise configuration of the aircraft to be procured including powerplant, avionics, instrumentation, interior configuration, APU, sensor, tires, paint scheme, warranty, associated support equipment, performance guarantees, etc. Delivery destination, anticipated delivery date and total contact value will be specified, as well as all other information necessary to produce and deliver the contracted aircraft to the purchaser in their desired configuration. The PAC must be accompanied by a Contract Initiation Payment (CIP) as specified in the agreed payment schedule. A standard CIP amount to be paid is ONE HALF (1/2 or 50%) of the Total Contract Value minus the amount of any deposit paid at the time of LOI signing in (2). The CIP may be waived if a deposit was issued in an amount equal to or greater than ONE HALF (1/2 or 50%) of the Total Contract Value. The CIP funds permit Stavatti to place long-lead supplier orders (engine, avionics and major structural components), commit production capably and begin manufacturing the aircraft.

4) Stavatti, suppliers and Industry Team Members manufacture major subassemblies which are shipped to the final assembly plant and joined on the Final Assembly Line (FAL). Aircraft powerplant, avionics and systems are manufactured, shipped to the FAL and installed into the airframe. Flight deck and cabin outfitting and ground functional tests occur while Stavatti conducts necessary conformity inspections. Assembly and integration Interim inspections and supplier milestone confirmations are completed. The aircraft is finished to the “Green” or Un-Painted/Pre-Final Integration stage.

5) Stavatti conducts production flight tests of the "Green" aircraft to verify aircraft performance and systems. After successful functional checks, the aircraft receives final exterior paint (airline livery) and completion of cabin fitting and final systems integration including all aspects of interior installation. Stavatti compiles airworthiness documentation (weight & balance, logbooks, maintenance data) and obtains airworthiness certification from the FAA as well as any export and approvals to deliver the finished aircraft.

6) The purchaser makes the final remaining payment at delivery. This final payment will address the balance of the total contract value, often equal to the remaining ONE HALF (1/2 or 50%) of the Total Contract Value, must be paid to Stavatti. Any additional costs that may be required, including sales or Value Added Tax (VAT) as well as any costs associated with Delivery, Registration or Licensing that may be associated with the sale must also be paid at this time prior to deliver and transfer of aircraft ownership and title to the purchaser. Upon receipt of the fully paid balance Stavatti issues the bill of sale and transfers aircraft title. The purchaser performs the technical acceptance inspection within the contractually defined window. If accepted (or not rejected within the period) formal delivery is completed. Stavatti completes and delivers the aircraft as specified in the PAC. Upon delivery (or upon completion in the event the purchaser takes possession of the completed aircraft directly at the factory) training and warranty, spares, and post-delivery support commence.

Acceptable forms of payment to Stavatti for DCS aircraft sales include, but are not limited to, wire transfer of funds, certified check or United States Dollars ($ USD).

6. EXPORT COMPLIANCE, SANCTIONS, AND RESTRICTIONS

The Purchaser acknowledges that the SM-920 aircraft and related products, technology, software, and technical data (collectively, the “Aircraft Items”) as produced in the United States are subject to United States export control laws and regulations, including but not limited to the Export Administration Regulations (EAR) administered by the U.S. Department of Commerce’s Bureau of Industry and Security (BIS), as well as economic sanctions administered by the U.S. Department of the Treasury’s Office of Foreign Assets Control (OFAC) and other applicable U.S., European Union, United Nations, and national export

control, sanctions, and embargo laws and regulations (collectively, “Export Regulations”). The Purchaser represents and warrants that it is not a Sanctioned Person (as defined under any Export Regulations), is not owned or controlled by, or acting on behalf of, any Sanctioned Person, and is not located in, organized under the laws of, or resident in any country or territory that is the target of comprehensive U.S. sanctions (currently including, without limitation, Cuba, Iran, North Korea, Syria, and the Crimea, Donetsk, and Luhansk regions of Ukraine, as such lists may be amended from time to time).

The Purchaser further covenants that it shall not, and shall cause its affiliates and representatives not to, sell, export, re-export, transfer, divert, or otherwise dispose of any Aircraft Items, directly or indirectly, to or for the benefit of any Sanctioned Person, to or within any comprehensively sanctioned country or territory, or for any prohibited end-use (including military end-use where restricted under the EAR) without first obtaining all required export licenses, authorizations, or approvals from the relevant governmental authorities. The Purchaser agrees to comply strictly with all end-user, end-use, and destination restrictions, to provide any requested end-user certifications or other documentation, and to cooperate fully with Stavatti in any screening, due diligence, or licensing processes.

Any breach of these representations, warranties, or covenants shall constitute a material default, entitling Stavatti, at its sole discretion, to immediately suspend performance, terminate this LOI and any future agreements without liability, retain or forfeit any deposits or payments made (to the extent permitted by law), and seek full indemnification from the Purchaser for any losses, damages, fines, penalties, or costs (including attorneys’ fees) incurred by Stavatti as a result of such breach. Stavatti reserves the right to conduct ongoing sanctions and export compliance screening and may decline or terminate the transaction if it determines, in its reasonable judgment, that proceeding would violate any Export Regulations.

The Purchaser shall indemnify, defend, and hold harmless Stavatti, its affiliates, officers, directors, employees, and agents from and against any and all claims, liabilities, losses, and expenses arising from the Purchaser’s failure to comply with the foregoing obligations. These provisions shall survive the termination or expiration of this LOI and any subsequent Purchase Agreement Contract.

7. DEVELOPMENT & DELIVERY TIMELINE

The SM-920 is a new-design aircraft that is currently under development by Stavatti. The SM-920 is not currently in production and is not available for immediate delivery at this time. Stavatti is now accepting pre-orders and purchase orders, including Letters of Intent/Letters of Interest, procurement contracts and joint-venture development/production agreements from qualified purchasers, end-users and strategic partners. All initial production aircraft, including Low Rate Initial Production (LRIP) and Full Rate Production (FRP) aircraft will be produced and delivered in satisfaction of outstanding backlogs.

Stavatti is conducting a fast-track, Skunk Works style Demonstration and Validation Program (Dem/Val) focused upon the engineering development, assembly and production of SM-920 Prototype Air Vehicles (PAVs). The PAVs will enter into a flight test and demonstration phase that will result in additional customer purchase orders. Following Dem/Val, the aircraft will enter Full Scale Development (FSD) including the production of FAA conformal Production Representative Test Vehicles (PRTVs).

When completed, each PRTV will enter into a flight test and qualification program conducted at a designated flight test center. The purpose of the flight test and qualification program is to FAA Type Certify the aircraft in accordance with 14 CFR Part 25. This is the FAA’s Airworthiness Standards for Transport Category Airplanes. Compliance with Part 25 ensures the aircraft meets the highest levels of safety, reliability, and performance required for commercial passenger operations under Parts 121 or 135.

Once certified, the SM-920 will enter LRIP resulting in approximately 50 deliverable production aircraft in LRIP year one followed by 75 or more deliverable aircraft per year during FRP year two. Under this expedited development schedule, PAV production is anticipated to require 24 to 36 months followed by 18 to 36 months of flight test and qualification. LRIP will officially begin 60 to 72 months after prototype demonstrator first flight. The development, prototyping, flight test, certification and production of the SM-920 may be conducted by Stavatti Aerospace Ltd or a wholly owned division or joint venture Stavatti business enterprise, including but not limited to an anticipated company designated “Stavatti Commercial Aircraft Ltd” under license from Stavatti Aerospace Ltd.

Upon completion of SM-920 FSD and the initiation of LRIP, all purchasers who have submitted LOIs will be asked to enter into a Purchase Agreement Contract (PAC). The PAC will specify an exact delivery date for the SM-920 purchased. Other specific details, including aircraft sensors and avionics selection, paint and trim selection and other purchaser specific elected options will be specified and clearly documented in the PAC. Purchasers will be asked to complete their PACs in the order in which their LOIs were received with all production aircraft delivered on a first-come, first-serve, priority basis.

The purchaser herein recognizes that the SM-920 is not currently in production. Stavatti anticipates that the SM-920 will enter LRIP approximately 36 to 60 months from the date of Dem/Val completion. FSD is projected to begin within 90 days of the completion of Dem/Val. These months are non-binding timelines and are considered to be estimates only. Stavatti is to be held harmless in the event of development, certification, Low Rate Initial Production or Full Rate Production delays. Stavatti considers all LOIs to be valid for a period of 60 months (5 years) from the date of issue coinciding with an anticipated first delivery of SM-920 aircraft to purchasers within 36 to 48 months of initiation of SM-920 FSD.

8. DEPOSIT

To secure a production and delivery slot and be assigned a specific production aircraft serial number, the purchaser must provide Stavatti with a deposit equal to at least 5% of the purchase price of the aircraft as specified in Section 3 at time of LOI submission. Production and delivery slots are granted priority status based upon receipt of LOIs with deposits and only LOIs accompanied with deposits will be granted a specific aircraft serial number. No Deposit is necessary to submit an LOI.

Deposits are to ensure immediate aircraft serial number and production and delivery slot assignment. Serial numbers, production and delivery slots will not be assigned until a deposit is received or the Contract Initiation Payment (CIP) valued at 1/3 (33.3%) of the Total Contract Value is paid with the submission of the Purchase Agreement Contract (PAC) or unless otherwise waved by Stavatti. Production and delivery slots are available on a first come, first serve basis and are subject to prior commitment and availability as determined by and at the sole discretion of Stavatti. Stavatti will use customer LOIs and associated deposits as an important measure of demand for aircraft and will commit to development and production expenses accordingly. The deposit will be held in an independent escrow account at a licensed and bonded escrow agency. A portion of the deposit may be used to pay any and all escrow fees.

In consideration of the time-lines indicated in the summary description provided in Section 5, Stavatti anticipates that any aircraft as ordered by the Purchaser in correspondence with this LOI will be delivered on an first come, first serve basis with this specific LOI a serial number and production and delivery slot will be assigned to the purchaser upon receipt of the deposit. The purchaser shall be notified in writing and/or by email of their assigned serial and production and delivery slot number(s) within 5 business days of Stavatti's receipt of the deposit. The serial number and production and delivery slot number is a relative number with no specific associated date or time constraint. Date and time of delivery will be estimated with the execution of a binding Purchase Agreement Contract (PAC).

The minimum deposit amount based upon 5% of the Total Purchase Price specified in Section 4 is:

_____

This amount in $ USD is the minimum to be paid as an LOI deposit. Deposits are refundable, less the cost of escrow fees, in the event of purchaser LOI withdrawal or cancellation, or the voluntary or involuntary cancellation of aircraft engineering, design, development, flight test, certification or production.

9. DELIVERY LOCATION

The purchaser desires to have the aircraft(s) and associated support material delivered to the stated location(s) at time of delivery:

_____

The purchaser may also take direct delivery of said aircraft at the Stavatti Point of Production and Assembly or at a Delivery Center or Dealership to be specified in the Procurement Agreement Contract.

10. ACCEPTABLE FORMS OF PAYMENT

Acceptable forms of payment to Stavatti for the purchase of aircraft include, but are not limited to, wire transfer of funds, certified check or United States Dollars ($ USD).

Payments or Deposits by wire transfer may be sent to:

CONTACT STAVATTI FOR BANK WIRE INSTRUCTIONS

Reference your Purchaser Name on the wire transfer to ensure proper application of your funds. Identify the financial institution and associated information from which funds have been wired or attach a copy of your financial institution's wire instructions.

Payments made by Check or Money Order:

Please make Checks or Money Orders payable to "Stavatti Aerospace Ltd." Reference "Stavatti SM-920" in the memo line of the check or money order to ensure proper application of your funds.

11. CERTIFICATION

The SM-920 will be FAA FAR Type Certified for day/night VFR/IFR operations in the the Transport Category under 14 CFR Part 25, the FAA's Airworthiness Standards for Transport Category Airplanes. The SM-920 manufacturing process and production line will be FAA Production Certified. The SM-920 will be certified for IFR operations and to fly in known icing conditions. The SM-920 will have a certified flight envelope cleared for stalls and additional maneuvers.

The SM-920 is being engineered to comply with relevant FAA Type Certification under 14 CFR Part 25, MIL-STD and MIL-SPEC requirements, including MIL-HDBK-516B Airworthiness Certification Criteria and may be properly certified/qualified to meet acquisition requirements for service as a USAF/USN/USMC transport category aircraft. The SM-920 will be flight tested at qualified commercial flight test centers.

12. PRELIMINARY AIRCRAFT SPECIFICATIONS AND PERFORMANCE

The Purchaser intends to purchase the SM-920 as described in the relevant Linecard, the relevant Standard Aircraft Characteristics Summary, the relevant Aircraft Configuration Statement and the performance and specifications stated on Page 8 of this LOI. In support of the purchasers desire to acquire an aircraft which meets or exceeds advertised specifications and performance characteristics, Stavatti Guarantees that the aircraft as delivered to the purchaser will meet or exceeds the performance characteristics stated on Page 8 within a margin of ± 10% or an alternate set of performance characteristics as agreed to with the customer in subsequent performance summaries. If the aircraft does not meet the agreed to performance and characteristics within a margin of ± 10%, then upon the discretion of the purchaser, this LOI may become null and void with Stavatti forfeiting any Purchase Agreement Contracts, Deposits and Advance Payments associated with the aircraft.

To achieve stated performance characteristics or to meet or otherwise address specific design mission requirements Stavatti reserves the right to alter, modify, reimagine or redesign the aircraft and its configuration or to select alternate or substitute airframe materials, structural configuration, powerplants, avionics, sensors and systems and to engineer the aircraft in such a manner as to result in a product that achieves characteristics mutually desired by the Purchaser and Stavatti.

Preliminary Aircraft Specifications and Performance Characteristics are:

SEE DATASHEET ON PAGE 8

SM-920

Flyaway Cost: $100 Million

Commercial Airliner
Medium-Haul
Single Aisle Narrowbody
PW1133G-JM Engines

Accommodation

Crew	2
Seating	204

Powerplant

Number	2
Type	Geared Turbofan
Model	PW1133G-JM
Manufacturer	P&W
Max Thrust (lbs)	33,110
Total Aircraft Thrust (lbs)	66,220
Air Inlets	Pitot Shock
Nozzle	Variable Geometry
Fuel	JP-8, JP-4, Jet A

Dimensions

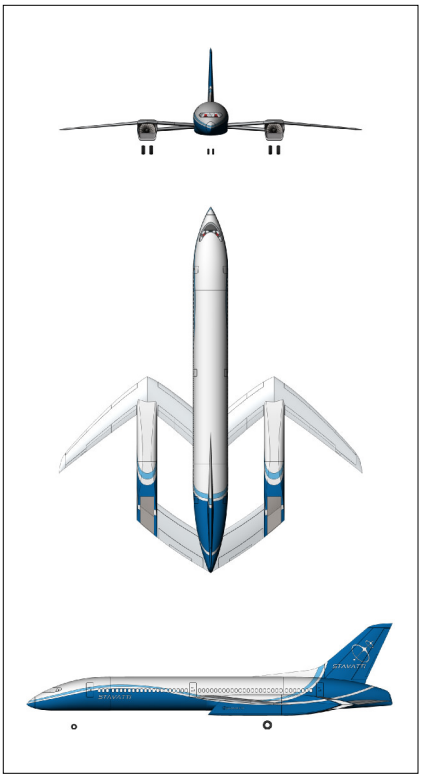
Max Length	150 ft 0 in
Max Wingspan	124 ft 0 in
Max Height	43 ft 4 in
Wing Area	1,500 sq ft
Wing Aspect Ratio	10.25
Wing LE Sweep	36.0°

Weights

Empty	100,000 lbs
Max Internal Fuel	45,000 lbs
Max Fuel Payload	43,000 lbs
Max Useful Load	90,000 lbs
Typical Takeoff (TTW)	190,000 lbs
Typical Landing (TLW)	147,874 lbs
Max Take-Off (MTOW)	190,000 lbs

Loadings

Wing Loading (MTOW)	127 lbs/sq ft
Wing Loading (TLW)	99 lbs/sq ft
Thrust-to-Weight (MTOW)	0.35
Thrust-to-Weight (TLW)	0.44
Design Load Factor (MTOW)	+2.50



Passenger Configurations

All Economy Class	204
Business/Economy Two Class	187
First/Economy Two Class	180
All Premium Economy Class	162

Cargo Containers

Number of LD3-45 Containers	10

Cabin Dimensions

Cabin Length	118 ft 5 in
Cabin Max Width	13 ft 8 in
Cabin Max Height	7 ft 6 in
Cabin Floor Area	1,519 sq ft

Performance

Max Level Speed @ SL	0.95 Mach	Takeoff Speed @ MTOW, SL	157 KTAS
Max Level Speed @ FL300	0.95 Mach	Approach Speed; Landing Weight	122 KTAS
Max Level Speed @ FL350	0.95 Mach	Stall Speed; Landing Configuration	106 KTAS
Max Level Speed @ FL400	0.95 Mach	Max Climb Rate @ SL	10,110 ft/min
Max Level Speed @ FL430	0.95 Mach	Service Ceiling	45,000 ft
Max Cruise Speed @ SL	0.90 Mach	Range @ 0.85 Mach/35,000 ft	3,640 nm
Max Cruise Speed @ FL300	0.90 Mach	Range @ 0.85 Mach/40,000 ft	3,684 nm
Max Cruise Speed @ FL350	0.90 Mach	Range @ 0.90 Mach/35,000 ft	3,345 nm
Max Cruise Speed @ FL400	0.90 Mach	Range @ 0.90 Mach/40,000 ft	3,516 nm
Max Cruise Speed @ FL430	0.90 Mach	Range @ 0.95 Mach/40,000 ft	2,822 nm
Typical Cruise Speed @ SL	0.85 Mach	Range @ 0.95 Mach/43,000 ft	3,003 nm
Typical Cruise Speed @ FL300	0.85 Mach	Takeoff Ground Roll, Takeoff Weight	4,765 ft
Typical Cruise Speed @ FL350	0.85 Mach	Takeoff Over 50 ft Obstacle, Takeoff Weight	5,853 ft
Typical Cruise Speed @ FL400	0.85 Mach	Landing Ground Roll, Landing Weight	1,324 ft
Typical Cruise Speed @ FL430	0.85 Mach	Landing Over 50 ft Obstacle, Landing Weight	2,208 ft

SM-920

Flyaway Cost: $100 Million

Commercial Airliner
Medium-Haul
Single Aisle Narrowbody
LEAP 1A32 Engines

Accommodation

Crew	2
Seating	204

Powerplant

Number	2
Type	Turbofan
Model	LEAP 1A32
Manufacturer	CFM
Max Thrust (lbs)	32,900
Total Aircraft Thrust (lbs)	65,800
Air Inlets	Pitot Shock
Nozzle	Variable Geometry
Fuel	JP-8, JP-4, Jet A

Dimensions

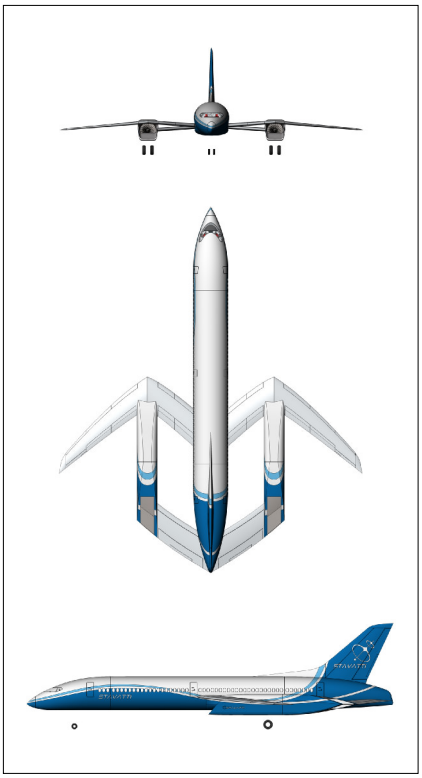
Max Length	150 ft 0 in
Max Wingspan	124 ft 0 in
Max Height	43 ft 4 in
Wing Area	1,500 sq ft
Wing Aspect Ratio	10.25
Wing LE Sweep	36.0°

Weights

Empty	100,500 lbs
Max Internal Fuel	45,000 lbs
Max Fuel Payload	42,500 lbs
Max Useful Load	89,500 lbs
Typical Takeoff (TTW)	190,000 lbs
Typical Landing (TLW)	147,875 lbs
Max Take-Off (MTOW)	190,000 lbs

Loadings

Wing Loading (MTOW)	127 lbs/sq ft
Wing Loading (TLW)	98 lbs/sq ft
Thrust-to-Weight (MTOW)	0.35
Thrust-to-Weight (TLW)	0.45
Design Load Factor (MTOW)	+2.50



Passenger Configurations

First/Economy Two Class	180
Business/Economy Two Class	187
Premium Economy Class	162
All Economy Class	204

Cargo Containers

Number of LD3-45 Containers	10

Cabin Dimensions

Cabin Length	118 ft 5 in
Cabin Max Width	13 ft 8 in
Cabin Max Height	7 ft 6 in
Cabin Floor Area	1,519 sq ft

Performance

Max Level Speed @ SL	0.95 Mach	Takeoff Speed @ MTOW, SL	157 KTAS
Max Level Speed @ FL300	0.95 Mach	Approach Speed; Landing Weight	122 KTAS
Max Level Speed @ FL350	0.95 Mach	Stall Speed; Landing Configuration	106 KTAS
Max Level Speed @ FL400	0.95 Mach	Max Climb Rate @ SL	10,019 ft/min
Max Level Speed @ FL450	0.95 Mach	Service Ceiling	45,000 ft
Max Cruise Speed @ SL	0.90 Mach	Range @ 0.85 Mach/35,000 ft	3,552 nm
Max Cruise Speed @ FL300	0.90 Mach	Range @ 0.85 Mach/40,000 ft	3,545 nm
Max Cruise Speed @ FL350	0.90 Mach	Range @ 0.90 Mach/35,000 ft	3,262 nm
Max Cruise Speed @ FL400	0.90 Mach	Range @ 0.90 Mach/40,000 ft	3,389 nm
Max Cruise Speed @ FL450	0.90 Mach	Range @ 0.95 Mach/40,000 ft	2,738 nm
Typical Cruise Speed @ SL	0.85 Mach	Range @ 0.93 Mach/45,000 ft	2,985 nm
Typical Cruise Speed @ FL300	0.85 Mach	Takeoff Ground Roll, Takeoff Weight	4,431 ft
Typical Cruise Speed @ FL350	0.85 Mach	Takeoff Over 50 ft Obstacle, Takeoff Weight	5,520 ft
Typical Cruise Speed @ FL400	0.85 Mach	Landing Ground Roll, Landing Weight	1,325 ft
Typical Cruise Speed @ FL450	0.85 Mach	Landing Over 50 ft Obstacle, Landing Weight	2,208 ft

SM-920

Flyaway Cost: $100 Million

Commercial Airliner
Medium-Haul
Single Aisle Narrowbody
E750-AFT-360 Engines

Accommodation

Crew	2
Seating	204

Powerplant

Number	2
Type	Turbofan
Model	E750-AFT-360
Manufacturer	NeoThrust™
Max Thrust (lbs)	36,000
Total Aircraft Thrust (lbs)	72,000
Air Inlets	Pitot Shock
Nozzle	Variable Geometry
Fuel	JP-8, JP-4, Jet A

Dimensions

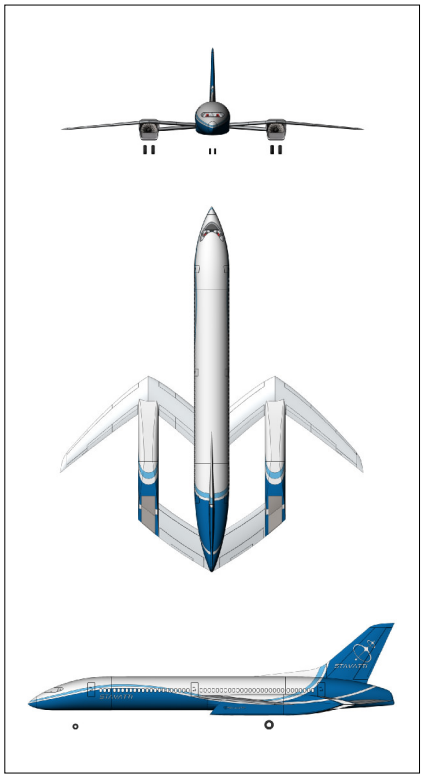
Max Length	150 ft 0 in
Max Wingspan	124 ft 0 in
Max Height	43 ft 4 in
Wing Area	1,500 sq ft
Wing Aspect Ratio	10.25
Wing LE Sweep	36.0°

Weights

Empty	97,000 lbs
Max Internal Fuel	48,000 lbs
Max Fuel Payload	43,000 lbs
Max Useful Load	93,000 lbs
Typical Takeoff (TTW)	190,000 lbs
Typical Landing (TLW)	144,400 lbs
Max Take-Off (MTOW)	190,000 lbs

Loadings

Wing Loading (MTOW)	127 lbs/sq ft
Wing Loading (TLW)	96 lbs/sq ft
Thrust-to-Weight (MTOW)	0.38
Thrust-to-Weight (TLW)	0.50
Design Load Factor (MTOW)	+2.50



Passenger Configurations

First/Economy Two Class	180
Business/Economy Two Class	187
Premium Economy Class	162
All Economy Class	204

Cargo Containers

Number of LD3-45 Containers	10

Cabin Dimensions

Cabin Length	118 ft 5 in
Cabin Max Width	13 ft 8 in
Cabin Max Height	7 ft 6 in
Cabin Floor Area	1,519 sq ft

Performance

Max Level Speed @ SL	0.95 Mach	Takeoff Speed @ MTOW, SL	157 KTAS
Max Level Speed @ FL300	0.95 Mach	Approach Speed; Landing Weight	121 KTAS
Max Level Speed @ FL350	0.95 Mach	Stall Speed; Landing Configuration	105 KTAS
Max Level Speed @ FL400	0.95 Mach	Max Climb Rate @ SL	11,233 ft/min
Max Level Speed @ FL450	0.95 Mach	Service Ceiling	45,000 ft
Max Cruise Speed @ SL	0.90 Mach	Range @ 0.85 Mach/35,000 ft	4,137 nm
Max Cruise Speed @ FL300	0.90 Mach	Range @ 0.85 Mach/40,000 ft	3,546 nm
Max Cruise Speed @ FL350	0.90 Mach	Range @ 0.90 Mach/35,000 ft	3,329 nm
Max Cruise Speed @ FL400	0.90 Mach	Range @ 0.90 Mach/40,000 ft	3,448 nm
Max Cruise Speed @ FL450	0.90 Mach	Range @ 0.95 Mach/40,000 ft	2,784 nm
Typical Cruise Speed @ SL	0.85 Mach	Range @ 0.90 Mach/45,000 ft	3,613 nm
Typical Cruise Speed @ FL300	0.85 Mach	Takeoff Ground Roll, Takeoff Weight	4,291 ft
Typical Cruise Speed @ FL350	0.85 Mach	Takeoff Over 50 ft Obstacle, Takeoff Weight	5,379 ft
Typical Cruise Speed @ FL400	0.85 Mach	Landing Ground Roll, Landing Weight	1,319 ft
Typical Cruise Speed @ FL450	0.85 Mach	Landing Over 50 ft Obstacle, Landing Weight	2,198 ft

13. CONTROLLING LAW

This LOI is governed by New York law and is subject to the exclusive jurisdiction of the U.S. courts as well as the laws of the State of New York.

14. FORMAL AGREEMENT

This Letter of Interest is not a binding contract for either party. Upon issuance and acceptance of this LOI, the purchaser and Stavatti will mutually develop and enter into a Procurement Agreement Contract (PAC). The PAC is a binding contractual agreement that will formally specify and document the exact terms of the aircraft procurement contract. Upon issuing this LOI, the purchaser has a total of 90 days from the date of aircraft LRIP initiation within which to enter into the PAC. Failure to enter into a PAC within 90 days of LRIP, or after LRIP initiation, within 90 days of the initial issuance of this LOI, will require a re-issuance of an LOI which may be subject to variations in unit flyaway cost and delivery time-lines.

ONCE ACCEPTED AN APPROVED BY STAVATTI AND THE PURCHASER, THIS LETTER OF INTENT SERVES TO SECURE A PRELIMINARY DELIVERY POSITION FOR THE NUMBER OF AIRCRAFT AT A ROM FLYAWAY COST AS SPECIFIED WITHIN THIS DOCUMENT.

PURCHASER	STAVATTI AEROSPACE LTD
(SIGNATURE)	(SIGNATURE)
(PRINT NAME)	(PRINT NAME)
(PRINT TITLE)	(PRINT TITLE)
(PHONE)	(PHONE)
(email)	(email)
(Date)	(Date)

E-MAILING INSTRUCTIONS: Please return an executed electronic copy of this agreement by email to loi@stavatti.com. Electronic copies are considered to be equivalent to physical hard-copies.

MAILING INSTRUCTIONS: Please return a physical hardcopy by mail to Stavatti Aerospace Ltd at P.O. Box 3010 Niagara Falls, NY 14304 USA. If submitted as an electronic copy, it is not necessary to submit a physical hard copy.