

1 Jarrod L. Rickard, Esq., Bar No. 10203
Email: jlr@skrlawyers.com
2 Katie L. Cannata, Esq., Bar No. 14848
Email: klc@skrlawyers.com
3 SEMENZA KIRCHER RICKARD
4 10161 Park Run Drive, Suite 150
Las Vegas, Nevada 89145
5 Telephone: (702) 835-6803
Facsimile: (702) 920-8669
6

7 DAVID R. ZARO (admitted *pro hac vice*)
E-Mail: dzaro@allenmatkins.com
8 JOSHUA A. DEL CASTILLO (admitted *pro hac vice*)
E-Mail: jdelcastillo@allenmatkins.com
9 MATTHEW D. PHAM (admitted *pro hac vice*)
E-Mail: mpham@allenmatkins.com
10 ALLEN MATKINS LECK GAMBLE
MALLORY & NATSIS LLP
11 865 South Figueroa Street, Suite 2800
12 Los Angeles, California 90017-2543
Phone: (213) 622-5555
13 Fax: (213) 620-8816

14 *Proposed Attorneys for Receiver Geoff Winkler*

15 **UNITED STATES DISTRICT COURT**
16 **DISTRICT OF NEVADA**

17 SECURITIES AND EXCHANGE
18 COMMISSION,

19 Plaintiff,

20 vs.

21 MATTHEW WADE BEASLEY, *et al.*,

22 Defendants,

23 THE JUDD IRREVOCABLE TRUST, *et al.*,

24 Relief Defendants.

Case No. 2:22-cv-00612-CDS-EJY

[HEARING REQUESTED]

**DECLARATION OF COURT-APPOINTED
RECEIVER, GEOFF WINKLER, IN
SUPPORT OF PETITION FOR ORDER
AUTHORIZING AND APPROVING
GENERAL PROCEDURES FOR SALE OF
PERSONAL PROPERTY OUT OF
RECEIVERSHIP**

**[Petition and [Proposed] Order submitted
concurrently herewith]**

DECLARATION OF GEOFF WINKLER

I, Geoff Winkler, declare as follows:

1. I am the Court-appointed receiver (the "Receiver") for J&J Consulting Services, Inc., an Alaska corporation; J&J Consulting Services, Inc., a Nevada corporation; J and J Purchasing LLC; The Judd Irrevocable Trust; and BJ Holdings LLC, and over the Wells Fargo Interest on Lawyers' Trust Account ending in 5598 and held in the name of Beasley Law Group PC, along with the personal assets of Matthew Wade Beasley; Jeffrey J. Judd; Christopher R. Humphries; Shane M. Jager; Jason M. Jongeward; Denny Seybert; and Roland Tanner (all, collectively, the "Receivership Defendants") in the above-entitled action. I have personal knowledge of the facts presented in this Declaration and, if called as a witness in this matter, could and would competently testify thereto.

2. Since my appointment as Receiver in the above-entitled action on June 5, 2022, I have endeavored to pursue my duties and obligations as set forth in the Court's Order Appointing Receiver (the "Appointment Order") [ECF No. 88] steadfastly and diligently, including with respect to the turnover of certain items personal property of the Receivership Defendants and others, which have been designated as receivership assets pursuant to the Appointment Order.

3. Since the entry of the Appointment Order, I have obtained or secured the turnover (or a commitment to turn over) the following personal property assets:

<u>Item / Object</u>	<u>Last 4 Digits of Serial/ID Number/VIN</u>	<u>Estimated Market Value</u>
2022 Rolls Royce Cullinan SUV	9734	\$575,000 - 650,000
2021 Chevrolet Tahoe	0007	\$60,000 - 70,000
2021 Jeep Wrangler	4836	\$39,000 - 43,000
2020 Spartan Dutch Star K2 (luxury motor home)	8506	\$640,000 - 750,000
2020 Chevrolet Silverado	1321	\$40,0000 - 45,000
2019 Cadillac Escalade	8903	\$85,000 - 100,000

Coinbase Cryptocurrency Accounts	N/A	Variable (estimated at between \$500,000 and \$1 million)
----------------------------------	-----	---

4. In addition to the above-identifies assets, and pursuant to the terms of the Appointment Order, I have also assumed authority and control over a 2008 Hawker 900XP private aircraft (the "Aircraft"), presently titled in the name of Receivership Defendant BJ Holdings, LLC and presently stored at Harry Reid International Airport, in Las Vegas, Nevada. I have performed an initial inspection of the Aircraft, and conferred with Cirrus Aviation, the entity presently charged with operating the Aircraft, to confirm that the Aircraft is presently being leased out for private charters. In addition, I have obtained an April 2022 Certified Aircraft Appraisal (the "Appraisal") conducted by Bloom Business Jets Inc., an experienced, Colorado-based aircraft acquisitions, marketing, and appraisal company, a true and correct copy of which is appended hereto as **Exhibit A**. Based on the Appraisal, I believe the value of the Aircraft, in its present condition, to be approximately \$5.5 million. The Aircraft's relevant identifying information is as follows:

<u>Item / Object</u>	<u>ID Number</u>	<u>Estimated Market Value</u>
2008 Hawker 900XP	N900XG	\$5,500,000

5. I have determined, in my reasonable business judgment, that it is necessary and appropriate to market and sell the above-identified personal property assets, and any personal property subsequently recovered by or turned over after the filing of this Declaration in accordance and in compliance with the Appointment Order (collectively, the "Personal Property Assets"), in order to raise funds for the benefit and administration of the receivership estate (the "Estate") established in the above-entitled matter. I am confident that, because the markets for the Personal Property Assets are generally well-established, and market values verifiable, direct-to-purchaser, arms-length sales, or auctions, where appropriate, are likely to yield market-appropriate prices for each of the Personal Property Assets to be sold. However, I also believe, in my reasonable business

1 judgment, that it would be impracticable – and costly – to seek Court approval each time I propose
2 to sell one of the Personal Property Assets.

3 6. Critically, I also believe that time is of the essence with respect to many of my
4 contemplated sales of Personal Property Assets. A number of these assets – including but not limited
5 to the Aircraft and exotic or high-end automobiles, including the 2022 Rolls Royce SUV identified
6 above – are expensive to store, maintain, and insure. Moreover, their long-term storage increases
7 the risk of loss to the receivership, whether by depreciation, damage, or theft. In addition, market
8 conditions for some of these assets may deteriorate as interest rates rise and consumer confidence
9 and spending weaken. Accordingly, I believe, in my reasonable business judgment, that sales should
10 commence as soon as practicable.


11 7. While, in my experience, there are well-established markets for all of the Personal
12 Property Assets, I may need to market and sell different assets in different ways in order to realize
13 the highest and best prices. This is because the nature and value of the Personal Property Assets
14 varied widely, ranging from unique and high-value luxury and exotic automobiles to more
15 commonplace mid-market automobiles to stock and other equity investments, to say nothing of the
16 Aircraft. Likewise, the manner of marketing and sale should be tailored to the unique nature and
17 value of the asset to be sold, particularly where – in the case of cryptocurrency for example – the
18 assets are commonly traded only on restricted or limited platforms, or by unique means.

19 8. The most unique among the Personal Property Assets as of the date of this
20 Declaration is the Aircraft, and it is by far the most valuable. As such, it comes with the highest
21 level of risk – from a value standpoint – to the receivership; the Aircraft requires expensive service,
22 storage, and insurance, and damage to or loss of the Aircraft would represent a significant loss of
23 value to the Estate. Accordingly, and in order to best protect against the possibility of loss, and to
24 realize the value of the Aircraft as soon as possible for the benefit of the Estate and its creditors, I
25 strongly recommend selling the Aircraft, via an arms-length transaction, to an open-market buyer.
26 I believe such an effort will yield relatively prompt results and, indeed, have already received an
27 unsolicited offer to purchase the Aircraft at a price consistent with its \$5.5 million value as reflected
28 in the Appraisal. Accordingly, I request that the Court authorize me to pursue discussions with any

1 interested parties, enter into a purchase and sale agreement for the Aircraft with that buyer whom I
2 determine, in my reasonable business judgment, has made the highest and best – or otherwise most
3 appropriate – offer to purchase the Aircraft, and thereafter complete the sale of the Aircraft to that
4 buyer, without further order of the Court.

5 I declare under penalty of perjury that the foregoing is true and correct.

6 Executed on July 5, 2022, at Las Vegas, Nevada.

7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28


Geoff Winkler

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28

CERTIFICATE OF SERVICE

I am employed by the law firm of Semenza Kircher Rickard. in Clark County. I am over the age of 18 and not a party to this action. The business address is 10161 Park Run Drive, Suite 150, Las Vegas, Nevada 89145.

On the 5th day of July 2022, I served the document(s), described as:

DECLARATION OF COURT-APPOINTED RECEIVER, GEOFF WINKLER, IN SUPPORT OF PETITION FOR ORDER AUTHORIZING AND APPROVING GENERAL PROCEDURES FOR SALE OF PERSONAL PROPERTY OUT OF RECEIVERSHIP

by serving the original a true copy of the above and foregoing via:

a. **CM/ECF System** to the following registered e-mail addresses:

Casey R. Fronk, FronkC@sec.gov, #slro-docket@sec.gov

Charles La Bella, charles.labela@usdoj.gov, maria.nunez-simental@usdoj.gov

Daniel D. Hill, ddh@scmlaw.com

Garrett T Ogata, court@gtogata.com

Gregory E Garman, ggarman@gtg.legal, bknotices@gtg.legal

Jason Hicks, hicksja@gtlaw.com, escobargaddie@gtlaw.com,
geoff@americanfiduciaryservices.com, lvlitdock@gtlaw.com

Jonathan D. Blum, jblum@wileypetersenlaw.com, cdugenia@wileypetersenlaw.com,
cpascal@wileypetersenlaw.com

Joni Ostler, ostlerj@sec.gov

Joseph G. Went, jgwent@hollandhart.com, blschroeder@hollandhart.com,
Intaketeam@hollandhart.com

Kara B. Hendricks, hendricksk@gtlaw.com, escobargaddie@gtlaw.com, flintza@gtlaw.com,
lvlitdock@gtlaw.com, neyc@gtlaw.com, rabe@gtlaw.com, sheffieldm@gtlaw.com

Keely Ann Perdue, keely@christiansenlaw.com, lit@christiansenlaw.com

Kevin N. Anderson, kanderson@fabianvancott.com, amontoya@fabianvancott.com,
mdonohoo@fabianvancott.com, sburdash@fabianvancott.com

Kyle A. Ewing, ewingk@gtlaw.com, flintza@gtlaw.com, LVLitDock@GTLAW.com

1 Lance A Maningo, lance@maningolaw.com, kelly@maningolaw.com,
2 yasmin@maningolaw.com

3 Maria A. Gall, gallm@ballardspahr.com, crawforda@ballardspahr.com,
4 LitDocket_West@ballardspahr.com, lvdocket@ballardspahr.com

5 Michael D. Rawlins, mrawlins@smithshapiro.com, jbidwell@smithshapiro.com

6 Peter S. Christiansen, pete@christiansenlaw.com, ab@christiansenlaw.com,
7 chandi@christiansenlaw.com, hvasquez@christiansenlaw.com,
8 jcrain@christiansenlaw.com, keely@christiansenlaw.com, kworks@christiansenlaw.com,
9 tterry@christiansenlaw.com, wbarrett@christiansenlaw.com

10 Robert R. Kinas, rkinas@swlaw.com, credd@swlaw.com, docket_las@swlaw.com,
11 jmath@swlaw.com, mfull@swlaw.com, nkanute@swlaw.com, sdugan@swlaw.com

12 Samuel A Schwartz, saschwartz@nvfirm.com, ecf@nvfirm.com

13 T. Louis Palazzo, louis@palazzolawfirm.com, celina@palazzolawfirm.com,
14 miriam@palazzolawfirm.com, office@palazzolawfirm.com

15 Tracy S. Combs, combst@sec.gov, #slro-docket@sec.gov

16 Trevor Waite, twaite@fabianvancott.com, amontoya@fabianvancott.com

17 b. **BY U.S. MAIL.** I deposited such envelope in the mail at Las Vegas, Nevada. The
18 envelope(s) were mailed with postage thereon fully prepaid. I am readily familiar with
19 Semenza Kircher Rickard's practice of collection and processing correspondence for
20 mailing. Under that practice, documents are deposited with the U.S. Postal Service on the
21 same day which is stated in the proof of service, with postage fully prepaid at Las Vegas,
22 Nevada in the ordinary course of business. I am aware that on motion of party served,
23 service is presumed invalid if the postal cancellation date or postage meter date is more than
24 one day after the date stated in this proof of service.

25 c. **BY PERSONAL SERVICE.**

26 d. **BY DIRECT EMAIL.**

27 e. **BY FACSIMILE TRANSMISSION.**

28 I declare under penalty of perjury that the foregoing is true and correct.

/s/ Olivia A. Kelly
An Employee of Semenza Kircher Rickard

EXHIBIT A

EXHIBIT A

2008 Hawker 900XP, N900XG, SN HA-

Effective Date: April 8, 2022 | Report Date April 8, 2022

Certified Aircraft Appraisal

2008 Hawker 900XP / HA-0072 / N900XG



Appraisal Summary

Bloom Business Jets Inc. (BBJ) has been retained by Cirrus Aviation Inc to conduct an appraisal on N900XG. This evaluation sets forth our findings and professional conclusions based upon an investigation of conditions that impact MV. Carefully reading the Assumptions and Limiting Conditions will assist in avoiding erroneous interpretation of this evaluation. Additionally, it is important to understand the Valuation Methodology used for this evaluation and others as it may contain diminution value data. Further information regarding the Logbooks and other appraisal data used in this evaluation is retained in the work file maintained by BBJ. This report is certified and prepared per the Uniform Standards of Professional Appraisal Practices (USPAP), Standard Rule 7 and 8 this appraisal is in an Appraisal Report Format for 2021 / 2022. This report and its contents are restricted in its use.

Subject Asset:	2008 HAWKER 900XP N900XG SN - 0072
Type of Appraisal:	Appraisal is in an Appraisal Report Format as described by USPAP Rule 8.2 Purpose: This Appraisal is conducted for the purpose of expressing researched opinion of market value.
Intended Use:	Intended use is to determine Market value.
Effective Date:	April 8, 2022 (based on economic conditions and expectations prevailing on this date)
Inspection Date:	April 8, 2022
Date of Report	April 8, 2022

Table of Contents

Propriety Notice / Privacy Statement	4
Disclosures	4
Purpose of Appraisal	5
Ownership Property to be appraised	5
Scope of Work	6
Valuation Methodology Explained	7
Definitions Terms	7
Statement of Assumptions / Condition Terms	8
Aircraft Identification	9
Aircraft Narrative Description	10-14
Aircraft Narrative Description / Sales Comps	14
FAA Modification / Market Status	15
Photos Damage if applicable	16
Maintenance Status	17
Paint Condition	18
Interior Condition	19
Cockpit Condition	20
Damage History / Engine Condition	21
Landing Gear	22
Aircraft Documents	23
Appraisal Computation	24
About the Appraiser	25
Value Statement	26
Conclusion / Appraiser Certification	27
Appraiser Certifications	28

HAWKER 900XP MSN 0072 N900XG

Proprietary Notice

THW APPRAISAL CONTAINED HEREIN AND THE STATEMENT OF VALUES AND LIMITING CONDITIONS ARE VALID SOLELY TO THE ADDRESSEE AND THE DATE OF THIS APPRAISAL UNLESS OTHERWISE NOTED. AFTER THE DATE HEREOF OR SHOULD THE AIRCRAFT BE SOLD, TRANSFERRED OR OTHERWISE DISPOSED OF TO SOMEONE OR SOME ORGANIZATION OTHER THAN THE ADDRESSEE, THIS APPRAISAL AND THE STATEMENT OF VALUE AND LIMITING CONDITIONS SET FORTH HEREIN SHALL BE NULL AND VOID.

THIS SUMMARY AIRCRAFT APPRAISAL REPORT IS PRESENTED FOR THE EXCLUSIVE USE OF **CIRRUS AVIATION SERVICES, LLC IT MAY NOT BE TRANSMITTED IN ANY FORM TO ANY OTHER PARTY WITHOUT THE PRIOR WRITTEN CONSENT OF THE APPRAISER. POSSESSION OF THIS SUMMARY AIRCRAFT APPRAISAL REPORT OR A COPY THEREOF DOES NOT CARRY WITH IT THE RIGHT OF PUBLICATION, DUPLICATION OR DISTRIBUTION.**

Privacy Statement

WE RESPECT THE PRIVACY OF OUR CUSTOMERS. WE PLEDGE TO NEVER RELEASE YOUR PERSONAL, NON-PUBLIC INFORMATION (I.E. NAME, ADDRESS, TELEPHONE NUMBER, E-MAIL ADDRESS OR OTHER INFORMATION) TO ANYONE WHO IS NOT EMPLOYED BY BLOOM BUSINESS JETS INC. EXCEPT AS PERMITTED OR REQUIRED BY THE GRAMM-LEACH-BLILEY ACT (1999).

DISCLOSURES:

The customer or third party using this report as part of their purchase decision process should recognize that this appraisal / valuation report is limited in scope and that discrepant conditions may exist in the aircraft which were not discovered or recorded during this appraisal / valuation. You should consult your own aviation maintenance professional and a pre-purchase maintenance facility to conduct your very own extensive pre-purchase inspection. This appraisal is not intended for use as a pre-purchase guide or a reference to determine a purchasing decision. The data for this appraisal comes from a 3rd party sources.

Your Aircraft Hull value may differ from your insured value or appraised values. We recommend a yearly insurance review to update your Hull insured values preventing under or over insured.

The customer requesting this document and aircraft owner authorizing this appraisal has covenanted not to sue, and has agreed to defend, indemnify, and hold harmless Bloom Business Jets Inc. and it's appraisers, consultants, agents, employees and representatives from and against all claims asserted by the customer or any third party. An appraiser engagement agreement has been executed.

Bloom Business Jets Inc. Is also clear from all damages, losses, and expenses, including attorney fees, arising out of or resulting from this appraisal / valuation or the condition of the aircraft inspection. This is regardless of whether or not resulting in whole or impart of any negligence of Bloom Business Jets.

Appraisal Intended User: Client

CIRRUS AVIATION SERVICES LLC

Purpose: To assist in substantiating the Fair Market Value of the aircraft

Aircraft Owner / Contact:

BJ HOLDINGS, LLC
5475 Ruffian Road
Las Vegas NV 89149 U.S.A.

Ownership History**Transaction History**

T/Code	T/Date	Buyer / Lessee	Seller / Lessor
DR - Dealer to Retail	05/2021	BJ Holdings LLC	TVPX Aircraft Solutions Inc. (Trustee)
LT - Lease Termination	05/2021	TVPX Aircraft Solutions Inc. (Trustee)	NEXGEN Aviation LLC
LS - Lease	12/2020	NEXGEN Aviation LLC	TVPX Aircraft Solutions Inc. (Trustee)
TD - Trustee To Dealer	12/2020	NEXGEN Aviation LLC	TVPX Aircraft Solutions Inc. (Trustee)
RT - Retail To Trustee	12/2020	TVPX Aircraft Solutions Inc. (Trustee)	Nestoll Ltd
LT - Lease Termination	05/2019	Nestoll Ltd	TopBrass Aviation Limited
LB - Lease Back	04/2016	TopBrass Aviation Limited	Nestoll Ltd
RR - Retail To Retail	04/2016	Nestoll Ltd	TopBrass Aviation Limited
RR - Retail To Retail	12/2013	TopBrass Aviation Limited	Yolenal Ltd.
NR - New Delivery To Retail	11/2008	Yolenal Ltd.	Hawker Beechcraft Corporation
	08/2008	Hawker Beechcraft Corporation	

The purpose of this Appraisal and audit was to arrive at a conclusion of the Current Fair Market Value as of the effective date. This summary aircraft appraisal report is limited in nature scope and audit. No panels were taken off the airframe and no inspection ports were opened. The aircraft was not flown. The inspection is limited to third party and owner provided data along with appraiser market knowledge.

The definition below of CURRENT MARKET VALUE was utilized for this appraisal. The appraiser considered other approaches to value including Cost Approach and Income Approach. The Sales Comparison Approach is utilized, and the assumption is the standard of assumed value The most probable monetary amount which a property (aircraft) should bring in a competitive and open market under all conditions requisite to a fair sale, the buyer and seller each acting prudently and knowledgeably, and assuming the monetary amount is not affected by undue stimulus. Implicit in this definition is the consummation of a sale as of a specified date and the passing of title from seller to buyer under conditions whereby: (1) neither party under compulsion to buy or sell (2) both parties are informed or advised, and each acting in what they consider their own best interests; (3) a reasonable time is allowed for exposure in the open market; (4) payment is made in terms of cash in United States dollars or in terms of financial arrangements comparable thereto; (5) the value represents the normal consideration for the property (aircraft) sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale. The following definitions are used in this appraisal.

Scope of Work

The scope of work is to review all aircraft records to perform visual exterior inspection of the engines and airframe; to perform an interior inspection of the cabin and cockpit; to research market availability for this model; and to produce an opinion of value for the asset in highest and best use, in an open market, with the data made available at the time of the evaluation. Report observations as observed at facility where the appraisal is being conducted. Consider the application of different approaches to value. Determination of the diminution amount to be deducted from the Fair Market Value. Prepare a report based on the findings.

Valuation Methodology Explained

As indicated above all three methods were considered for this valuation: income approach, cost approach and sales comparison approach sometimes referred to as Fair Market Value they are one in the same. Sales Comparison Approach is used for this report.

Income Approach

We considered using the income approach for this aircraft. As an older aircraft the charter market desirability of this aircraft is reasonable. It is not known what it will bring to any owner if on Charter. An alternate income source to consider would be to dismantle the aircraft for parts and component sales. The engines, in most circumstances, are considered to hold a majority of the value of the aircraft. The engines have an opportunity for lease income, and possibly exchange; however, if sold for disassembly and parting out, the engine would only capture a small percentage of their full potential value. The airframe value in parts is limited to rotables and exchange items, which can be converted into revenue within 3 months, or less. Salvage operations estimate 70 percent of the parts on the aircraft will fit into this category. These two areas should be considered if the aircraft is marketed for salvage.

Cost Approach

We considered the Cost Approach to value and there is insufficient data available to form an opinion of value. This airframe model is in production with a significant manufacturing difference. The Cost Approach is not used to establish a current market value because new deliveries are not comparable.

Sales Comparison Approach

At the date of this report, the value arrived at uses the Sales Comparison Approach and represents the opinion of value for HAWKER 900XP and effective date of April 8, 2022, and has Current Market Value, as defined in this report, on April 8, 2022, the effective date of this appraisal. The values stated in the report are subject to the statement of assumptions and limiting conditions.

Each aircraft sold or offered is being compared with the subject aircraft and an amount added or subtracted from the base value for every difference to determine an indication of value. These comparable aircraft were selected from AMSTAT, JetNet, and broker relationships and other databases.

Definition of Terms:

Cost Approach:

One of three recognized approaches to value that begins with the reproduction costs new and deducts all forms of depreciation to determine an estimate of value. It considers that the maximum value of a property to a knowledgeable buyer would be that amount currently required to construct a new one of equal utility, adjusting for differences in age, condition, and any other depreciation factors.

Fair Market Value

An opinion expressed in terms of money, at which the property would change hands between a willing buyer and a willing seller, neither being under any compulsion to buy or to sell and both having reasonable knowledge of relevant facts, as of a specific date. Source: Machinery & Technical Specialties Committee of the American Society of Appraisers.

Fair Market Value—Removed

An opinion, expressed in terms of money, at which the property would change hands between a willing buyer and a willing seller, neither being under any compulsion to buy or to sell and both having reasonable knowledge of relevant facts, considering removal of the property to another location, as of a specific date. Source: Machinery & Technical Specialties Committee of the American Society of Appraisers.

Income Approach

One of three recognized approaches to value, which considers the present worth of future benefits derived from ownership, measured through capitalization at a specific level of income.

Orderly Liquidation Value

An opinion of the gross amount, expressed in terms of money, that typically could be realized from a liquidation sale, given a reasonable period of time to find a purchaser (or purchasers), with the seller being compelled to sell on an as-is, where-is basis, as of a specific date. Source: Machinery & Technical Specialties Committee of the American Society of Appraisers.

Property

The lawful right of ownership of future benefits from tangible and intangible assets. Any asset including cash in which the title is ordinarily transferable between parties.

Sales Comparison Approach

A procedure to conclude an opinion of value for a property by comparing it with similar properties that have been sold or are for sale in the relevant marketplace by making adjustments to prices based on marketplace conditions and the properties' characteristics of value. The Market Comparison Approach is the industry-accepted approach to valuing corporate aircraft.

Useful Life

The period of time over which a property may reasonably be expected to perform the function for which it was designed.

Diminution in Value Definition:

A form of economic obsolescence, external to the aircraft, that can be measured by the difference in value between an aircraft with damage history and an identical undamaged aircraft. It is a measure of lost value related to market perception, not airworthiness.

Statement of Assumptions and Limiting Conditions

1. This valuation report renders no opinion as to legal fee or asset title. Prevailing content of liens, mortgage debt, leases, special assessments or other encumbrances were disregarded. The engines and Airframe are evaluated as if free and clear. All estimates of value presented in this document are of the evaluator's opinion, based on experience and industry and information available at the time of issuance.
2. No third party or additional sources were used to perform any detailed inspections, like borescopes, or operational checks on the ground to formulate an opinion of value. The information in this report should not be used or considered as a pre-purchase inspection, or as legal or technical conformity of the engine, applicable to aviation regulations or local laws.
3. While the aircraft and records were physically inspected by the appraiser, the aircraft was not flown, and it is assumed that the aircraft is available for immediate service.
4. It is assumed that any and all maintenance performed is completed successfully in accordance with all required standards sufficient to maintain its operation on FAR 91 and that all systems function as originally intended by the manufacturer.
5. The information communicated, both written and verbal, is considered to be reliable and verified through the valuation process by the appraiser.
6. The appraiser reserves the right to re-evaluate the engine or aircraft and market conditions should there be any material modifications or changes to the engine or aircraft, or information provided. This would entail making such adjustments to the estimates of value reported herein, as may be required by consideration of additional or more reliable information that may become available.
7. The appraiser reserves the right to recall all copies of this report to correct any errors or omissions.
8. Extraordinary Assumptions: None
9. Hypothetical Conditions: Appraised as if upgrades and modernization and maintenance that will be complete in the coming 24 months are now completed.

Aircraft Observed Conditions:

Like new: A state of condition that has returned the subject to like new condition, this condition assumes replacement of parts with new, refurbished to such high standard by factory or other service center that makes the condition better than factory no signs of wear. Recently refurbished and un-touched older parts modernized to current condition. A condition that has future compliance paid for likely under warranty defects paid for by manufacture or similar vendor.

Super Fine: Minimal signs of wear, painted in the last 12-18 months with no defects, superior condition minimal usage since refurbished or since factory new. Pristine care was given to the subject interior refurbished in the last 12- 18 months with minimal signs of usage may be under a warranty of some kind.

Good: Industry standard condition reasonable care and or custody. Normal serviceable condition average wear indicated. All AD complied with.

Fair: This condition is below the industry standard of care. Excess wear un-touched. In this condition it's likely observed below average care in need of some repair or replacing of components. Generally not modernized and could have overdue inspection items. Paint in such a condition that exposed areas of bare composite or aluminum showing. Interiors wear beyond serviceable condition and exposed leather ripped or color coming off. Logbooks not in order or missing entries, pages or data.

Aircraft Identification

Make: Textron Aviation

Model: HAWKER 900XP

Registration No. N900XG

Serial No. HA 0072

Mfg. 08/1998 delivery

Type of Aircraft: Multi Eng. Turbo Jet.

FAA TYPE Cert: A3EU

Airframe Total Time: 2,700 Hrs.

APU: ----

Airframe Condition: Good

Aircraft Narrative Description:

A review of the aircraft and the documents was accomplished at Cirrus Aviation. The Hanger was well lit for the inspection. We were also well supported with the plane's technician and Ground Power available, and all interior lighting and Cockpit lighting were available. The maintenance bay and aft Equipment bay were open for inspection as well as the APU inspection doors. The plane's cabin was open and ready for inspection. My discussions were with the Maintenance control employees. I spent most of my time with the plane's technicians.

This multi owner aircraft has Good corporate care its past owners include Nestoil for most of it's life it has received its major inspections at Hawker Service Centers. The data shows all required Chapter 5 maintenance is completed. All Chapter 5 items are complied with at the time of my inspection.

Engines are enrolled on the ESP Engine Program. The aircraft has many upgrades that impact value like New Paint, upgraded FMS L5 hi speed WIFI, ADSB as well as WAAS / LPV are installed or have already been installed. In 2021 the plane was painted in 2021 the plane receives an entire new interior and shows in Super Fine Condition.

The interior is in very nice condition its receiving the "Super Fine" condition. A new interior soft goods were installed in 2021 with minimal wear. Very well-appointed tasteful interior with Like New condition. Wood is also Like New.

Aircraft documents and Logbooks I found them to be in good condition. The Logbooks and records in my opinion are in good condition and are accounted for. The plane meets 135 charter requirements.

Hourly and calendar inspections are tracking on the CAMP maintenance program. My observations of the plane noted no abnormal fluid leaks, no abnormal damage that could be observed from the exterior inspection. The interior wood is in Like New condition. The wood has brilliant texture I did note one or two areas that could use attention. Any of these areas can be easily fixed. The headliner down to the window line is in Like New Condition Overall just great and its receiving a super fine rating. The seating was found to be in Super Fine Condition with new leathers soft and wrinkle free as well as the lower sidewalls minimal or no normal wear noted. The carpet was found to be in clean Super Fine condition. The Paint is new and has Like New Sheen and Gloss. Paint is Like New painted in 2021.

Five(5) Fully Berth able ERDA Chairs w/Separately Controlled Adjustable Recline, Forward & Aft Tracking, 360-Degree Concentric Swivel & 5 Base, Forward Double Club, Aft LS Three(3) Place Divan, High Gloss Wood Veneer, Forward 29" Wide Galley w/Microwave, Coffeemaker, Beverage Dispenser, Miniature Liquor Storage, Ice/Cold Storage Drawer W/Heated Overboard Drain, Large Waste Bin, LCD Monitor, Baggage Compartment, Foldaway Crew Seat & Belted Lav Seat, Pug-In Style Jump Seat

1998 Hawker 900XP | SN 024 / N900XG

FAA 337 Modifications / Upgrades:

582 pages of files from modifications. All of these are located in the work file for the appraisal.

Market sales and retail transaction data:

YTD 2022 7 HAWKER 900XP sales has been completed. As of this effective date there are 1 plane for sale out of 179 in the active fleet

\$5.2M is the average asking price of the HAWKER 900XP model. The average days to sale are less then 90 days. Average total time for sale is 1,800 hours, average fleet hours for the year manufacture is 4,125 the subject plane is below the average fleet hours. Active Fleet in North America has 122 of the 179 planes worldwide. The subject plane is 1,400 hours below the average fleet time and will have some positive impact to the value. The demand for the 900EX in the current market is out pacing available inventory by large margin.

In 2021 the market had 34 transactions. The market demand for the HAWKER 900XP from VREF is "B".

The subject plane has received some very costly upgrades including new airspace and air-traffic control avionics requirements for 2020 and beyond. We are also using Sales Asking Prices to assist comps.

COMPS:

SN# HA 0078 a 2008 year reportedly asking price of \$5,600,000 in January 2022 the plane sold. Comp has hours. Comp does not have new paint, New Interior, SAT AFIS or ATG 5,000 WIFI. Comp has 1,748 hours less hours then Subject. Value of \$76,000 in time.

SN# HA 208 a 2012 year has reportedly asking price for \$9,250,000 Reported. 1046 hours. Comp has 1,645 less hours then subject. Comp does not have new interior, New Paint, WAAS, LPV. Does not have fresh inspection. Inferior to subject in terms of interior and paint. Much better then subject in terms of total time, year of manufacture

SN #HA 0013 a year 2007 has reportedly asking price of \$4.495,000. Aircraft has reported 2,450 hours. 250 less hours than subject. A value of \$11,000 adjustment to Comp. Comp does not have Wi-Fi, New Interior, New Paint.

This page reserved. Intentionally left blank.

2014 Gulfstream G280. N62AE SN 2041

Maintenance Status

Maintenance: Factory Service centers

Progressive Inspection: no

Comments: The aircraft has been professionally maintained at the factory maintenance facilities for major inspections. The current inspections have taken place at Hawker facility in Weststar Aviation.

Logbooks and records and fillings indicate numerous STC's related documents. Numerous betterments have taken place since birth. All maintenance is complied with and meets section 5 of the FAA maintenance manuals.

Time Life Limited Systems: no

Cycle Life Limited Systems: Yes

Comments: All of the time life items are being tracked by the operator on CAMP and appear to be in compliance at this time. Due items are tracking nicely. Next major inspections due in 2022.

Service Bulletin Status: All mandatory Service Bulletins have been complied with.

AD's Complied With: Yes

Estimated Cost for AD's Compliance: N/A

Exterior Paint Condition: Super Fine
Comments: New Paint – in 2021



Interior Condition: Super Fine

Cabin Configuration: Standard Hawker 900XP

I've found the interior to be in Super Fine condition. Minimal to no real wear showing, Wood, leathers all in Super Fine Condition. Refurbished in 2014 with minimal usage.



Cockpit Condition: Good

Panel Layout: Original

Comments: The cockpit has new seating,

Configuration: Good Panel Condition: Good



Damage History

None that affects value

Engines

Engine Manufacturer: Honeywell

SN#: P122247 / P122248

Engine Type: TFE 731-5BR-1H

Engine Time: 2700

Engine Overhaul: Engine Program. EAP Gold

Engine Warranty: N/A

Engine Fire Detection: Yes,

Engine Program: Yes

Thrust Reversers: Yes

APU

Type: GTCP36-150

Hours: on program time NA

Engine Condition

Known Maintenance Problems with Engine(s): NIL

Estimated Cost to Repair: \$0

General Engine Comments: The engines are in Good condition and receive professional attention including oil soap analysis as needed. The engines are on EAP Engine Program.

Damage Comments: No Damage to Engines

Landing Gear: Textron Vendor

Type: Dual Wheel Single Bogie Oleo Trail Link / Cycles tracked on CAMP.

Know Defects: None

Next Overhaul: Tracked on CAMP

Tires Condition: Good serviceable condition as observed. Both Main tires appear to be in good condition as well as the nose tires normal wear.

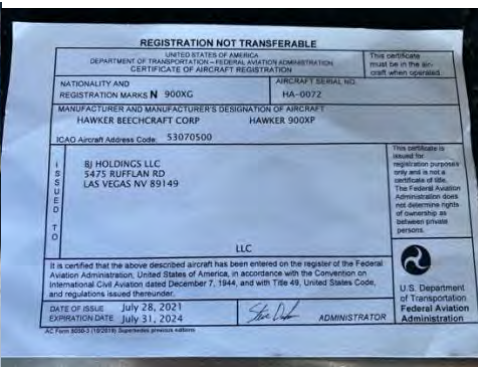
Type Brakes: Multi – Disk Dual Wheel 35% Brake Life or better remain.

Anti-Skid: Yes



Aircraft Documents

All Documents are on board at time of inspection:



All Manuals were observed.

Flight Manual

Loading Manual

Performance Manual Digital -

Records

Records found at normal standard of care. Aircraft documents and Logbooks are very well organized and in compliance to FAA 135. I found them to be in good condition.

Appraisal Computation

Average Base Aircraft Value W/ Time Corrections	\$4,600,000.
Add RAAS / Synthetic Vision System	\$0
Add for Avionics Primus Elite / Proline 21	\$0
Add for FMS /ADSB/ WAAS/LPV	\$360,000
Add for New Paint	\$140,000
Add for SAT Com / AFIS	\$60,000
Add for Lo-Presti Boom Beam Lighting	\$0
Add for Interior condition	\$180,000
Add for WIFI GOGO L5	\$138,000
Add for SAT XM / WX	\$0
Add for Digital Records / Logbooks / Pristine Cond.	\$0
Add for HAAP / CASP 2-year Avionics Warranty	\$0
	=====
Total Additions	\$878,000

Deduct for Market Conditions	\$ 0
Deduct for Airframe Total Time	\$0
Deduct for Minor Damage	\$ 0
Deduct for Cockpit	\$0
Deduct for Exterior Paint Value (assumptions applied)	\$0
Deduct for Interior Value	\$0
Deduct for AD's Estimated Cost for AD Compliance	\$0
Deduct for Engine Program	\$0

	=====
Total Deductions	\$0

Based on the assumptions contained in the appraisal above, the computed data and Fair Market value for N900XG (Rounded up for value opinion \$5,478,000)	\$5,500,000
--	-------------

ABOUT THE APPRAISER



The information herein has been prepared from many sources and believed to be correct. Bloom Business Jets Inc. does not warrant the accuracy of the source material, as the sources are 3rd party. These sources include, VREF, Blue Book, Market research based on like kind sales transactions. Amstat market data, Jetnet, Textron records and Logbook Entries, CAMP, FAA Records, Maintenance facility records, operator pedigree and operator supplied data; Appraiser Broker relationships are also call upon as resources to determine value.

Steven Bloom the appraiser has more than 30 years of business Jet operations and sales experience. Including Western USA Sales Manager at Bombardier Business Aircraft. He has over 27 years of business Jet operations including Director of Aviation for Qwest Communications where Mr. Bloom was responsible for the companies Helicopters and Business Jet operations worldwide.

Mr. Bloom attended Embry Riddle Aeronautical University. The Professional Pilot Program at Metro State College in Denver and Mr. Bloom has attended The University of Virginia Darden Graduate School of business for management of the Corporate Aviation Function. Mr. Bloom has over 16,000 flight hours and holds 10 Business Jet type Ratings. Mr. Bloom is a seasoned aviation executive and operator of business jets.

Mr. Bloom currently serves as CEO at Bloom Business Jets Inc. and is an Senior Appraiser with thousands of opinions of value. Your report is prepared to the USPSP Standard.

This appraisal and the indicated FMV (fair market value) are valid as of the effective date unless otherwise stated. This appraisal may be limited where indicated as Desktop version.

This Appraisal and record inspection and inventory were conducted by visual and owner provided data no inspection plates were removed for internal inspections no hands-on inspections were accomplished like engine bore scopes. Further, the logbooks and other aircraft records were limited to visual examination for compliance with FAA regulations relating to Airworthiness Directives, damage and maintenance history, along with other required inspections. Owner supplied Log Books were provided.

All aircraft records are presumed to be authentic, unaltered, and signatures and inspections therein performed by persons designated and appropriately licensed. Referencing the date of last section 5 and FAA Inspections or other appropriate and required inspections attested to the AD compliance.

In the event of error or omission, the liability of the Bloom Business Jet or its members, employees, associate appraisers, if any, is limited by the engagement agreement.

Value Opinion

On April 8, 2022 (Effective Date) an inspection and logbook analysis were performed on the aircraft N900XG It is the opinion of this appraiser that the fair market value as of April 8, 2022, is stated below.

\$5,500,000



Respectfully Submitted,
Steven Bloom –
Senior Appraiser – Aircraft Specialty
April 8, 2022

conclusion: N900XG

The aircraft is professionally maintained and in conclusion I've found the plane to be above industry standard in many areas. The plane is stored inside a hangar at the time of this inspection. The overall maintenance meets and exceeds the requirements of section 5 and 7 of the manufacture maintenance manual. The plane has Super Fine interior soft goods and Like New Paint.

The plane has also received its section 5 inspections and is current on scheduled maintenance. All the required FAA flight documentation were on board the plane at the time of this appraisal. The Aircraft is operated under FAA part 135 of the FAA. A "G" inspection is coming in 2022 along with landing gear requirement. Overall, the subject plane is in "GOOD" overall condition. Very Serviceable plane.

The aircraft's exterior condition was found to be in Like New condition.

The market demand in VREF is "B" The trend in Blue Book pricing is up trending from a up by over \$200,000. The data in both of these publications is aged by 3 to 4 months and the information is not reflecting actual market sales as of the effective date. A good low time HAWKER 900XP like this one is very much in demand. Subject over all is "Good" Condition for this report.

This appraisal is Certified under USPAP. My certification statement is below I'm compliant with the recurrent education requirements.

CERTIFICATION STATEMENT (USPAP 8-3)

I certify that, to the best of my knowledge and belief:

1. The facts and data reported by the appraiser and used in the appraisal process contained in this report are true and correct.
2. The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions and are my personal, impartial, and unbiased professional analyses, opinions, and conclusions.
3. I have no (or the specified) present or prospective interest in the property that is the subject of this report and no (or the specified) personal interest with respect to the parties involved.
4. I have performed no (or the specified) services, as an appraiser or in any other capacity, regarding the property that is the subject of this report within the three-year period immediately preceding acceptance of this assignment.
5. I have no bias with respect to the property that is the subject of this report or to the parties involved with this assignment.
6. My engagement in this assignment was not contingent upon developing or reporting predetermined results.
7. My compensation for completing this assignment is not contingent upon the development or reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value opinion, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of this appraisal.
8. My analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the *Uniform Standards of Professional Appraisal Practice*
9. I have made a personal inspection of the property that is the subject of this report.
10. No one provided significant personal property appraisal assistance to the person signing this certification. I am in compliance with the American Society of Appraisers mandatory reaccreditation program 2020 /2021.



Steven W. Bloom –
Accredited Senior Appraiser
April 8, 2022