Mint Air, Inc.

Investment Brief

December 2018

COMPANY OVERVIEW

Mint Air is an international aviation holding company engaged in corporate jet aircraft acquisition and global leasing to Part 135 Charter Operators. The Company specializes in mid-size to large corporate jet aircraft, including Boeing BBJ, Gulfstream GIV, Gulfstream G200, Citation Jet and others. The Company's focus is in North America, Europe, Middle East and Asia-Pacific.

In 2017, the number of flights in the US eclipsed 3 million, a milestone not seen since 2008. The year 2017 also had year over year increases in flight activity and flight hours for all 12 months. The positive industry trends continued in 2018 with strongest growth in the Part 135 market, growing 4.5% in the first half of the year.

Our Story

During his years in the airline business Brian Kendrick found a shortcoming in the charter operators business model that drove uncertainty and inefficiencies in their business. Because 95% of charter operators use jets from individual high- net-worth owners, they operate their business at the whim of these people, managing the plane according to their schedules and preferences, resulting in challenges in managing the scheduling of these planes. Having to report to many different individuals regarding maintenance, plane usage and other questions dramatically increases required support, resulting in higher expenses for the charter operators.

As Brian had more conversations with these charter operators, he realized that these operators would much rather use planes that weren't subject to the individual usage needs of the owners and individual accounting of each plane. He also realized, upon further research, that very few charter operators were using dedicated leased aircraft in their fleets. This realization led to the formation of Mint Air.

Strategy

Mint Air's business strategy is to buy used aircraft in the open market and lease them to charter operators. By purchasing used planes in the aftermarket, the Company intends to take advantage of the recent decline in aircraft prices to increase the return on investment. From 2014 to 2017, as the charter market has improved, prices have declined by 26%.

Year	Avg. Ask Price (across six jet types)	% Y/Y Change
2014	12.369	-11.83%
2015	10.891	-11.90%
2016	9.004	-17.32%
2017	9.14	1.56%

Cessna Citation CJ2, Cessna Citation Excel, Gulfstream G550, Bombardier Global XRS, Cessna Citation Mustang and Bombardier Learjet 45

By providing them with unencumbered access to its planes, the charter operators can avoid the high customer maintenance and inefficiencies associated with the typical individual high-net-worth owners. As a result, Mint Air will receive priority with flights resulting in maximum lift for its planes.

Mint Air's strategy is to target the larger charter operators, who have a fleet of 15 or more, providing them with additional capacity. The Company will have commitments from the charter operators before purchasing the planes to minimize its placement risk.

TRACTION

Mint Air has been in discussions with charter operators regarding the concept of leasing planes directly versus managing planes from individual jet owners. During this process, the Company has received a significant amount of interest. Currently, there are firm commitments for six planes and strong interest for another 15-20 planes. In addition to the plane commitments, the Company is also getting commitments for a minimum number of monthly flight hours (50 hours), which provides strong visibility into the usage and revenue generation of these planes. Mint Air currently has firm commitments and indications of interest to cover its first two rounds of financing.

INVESTMENT

We are raising up to $10,000,000 through the sales of up to 500 Units, where each Unit consists of 40,000 MNT Security Tokens (the "Tokens") for a price of Twenty-Thousand Dollars ($20,000) per Unit (the "Series A STO Offering"). The Offering is being made pursuant to an exemption from registration under Rule 506(c) of Regulation D of Section 402(a)(2) of the Securities Act.

The Tokens will carry certain rights including:

- Royalty. 7% cumulative royalty on gross revenue; and
- Conversion. For each Four (4) Tokens held, the Token holder, at the Token holder's sole discretion, can elect to exchange the Tokens for One (1) share of the Company's common stock.

We anticipate the maximum proceeds from the Offering will be sufficient to sustain our operating plan through Q3 2019, at which point we anticipate a follow-on equity or debt offering up to $100,000,000 (the "Expansion Round Offering").

Key Offering Data		**Max**		**Min**
Corporate Structure				
Shares Out		10,000,000		10,000,000
Warrants/Options Out		2,000,000		2,000,000
Security Token Offering	$	10,000,000	$	6,000,000
Token Offering Price	$	0.50		0.50
Tokens Offered		20,000,000		12,000,000
Token Royalty		7%		7%
Conversion Ratio to Common		4		4
Underlying Shares		5,000,000		3,000,000
Post Offering Shares Out (FD)		17,000,000		15,000,000
Post Offering Valuation	$	34,000,000	$	30,000,000

Tokenomics		
Tokens Offered		20,000,000
Royalty %		7%
Conversion		
Tokens for Shares		4
Underlying Shares		5,000,000
Tokens per Unit		40,000
Units		500
Price per Unit	$	20,000

Use of Proceeds		**Max**		**Min**
Plane Acquisitions	$	6,700,000	$	4,700,000
Sales & Marketing		1,000,000		300,000
Working Capital		2,000,000		1,000,000
Other		300,000		-
Gross Proceeds		**10,000,000**		**6,000,000**
Offering Expense	$	750,000	$	470,000
Net Proceeds		**9,250,000**		**5,530,000**

Pro Forma Cash on Cash Return Scenario – For Illustrative Purposes Only [1]

				2019		**2020**		**2021**		**2022**		**2023**
Revenues			$	22,750,000	$	71,380,000	$	71,940,000	$	71,940,000	$	71,940,000
Royalties		7%	$	1,592,500	$	4,996,600	$	5,035,800	$	5,035,800	$	5,035,800
Cumulative Royalties			$	1,592,500	$	6,589,100	$	11,624,900	$	16,660,700	$	21,696,500
Cash on Cash ROI	$	10,000,000		(0.00)		(0.34)		0.16		0.67		1.17
Shares Out				8,050,000		9,100,429		9,100,429		9,100,429		9,100,429
Enterprise Value			$	64,700,000	$	193,800,000	$	160,700,000	$	159,600,000	$	158,500,000
Implied Share Price			$	8.04	$	21.30	$	17.66	$	17.54	$	17.42
Cash on Cash ROI	$	2.00		3.02		9.65		7.83		7.77		7.71
Consolidated ROI				3.02		9.31		7.99		8.43		8.88

[1] For illustrative purposes only. This scenario assumes, amongst other things, that the Company has (i) successfully raised the maximum STO Offering contemplated herein, (ii) the Company not diluting its Security Tokens and/or common shares and further than anticipated herein, (iii) the Company achieving the pro forma financial performance contemplated herein and (iv) a multiple of 10x EBITDA used to derive enterprise value.

MINT AIR

Mint Air is an international aviation holding company that buys aircraft in the after-market and leases them to Part 135 charter operators. Its strategy of after-market purchases enables the Company to take advantage of the dramatic decline in aircraft prices. Mint Air serves the larger charter operators that have a fleet of 15 planes or more. These larger operators have higher volume and will benefit most from Mint Air's business model. Within the Part 135 segment, the Company focuses on providing mid-size and large planes, which account for 74% of the U.S. market and 56% of the European market. The Company expects its fleet of aircraft to consist primarily of the Gulfstream IV (GIV) with a variety of other aircraft including the Gulfstream 200 (G200), Boeing Business Jet (BBJ), Citation Jet (CJ) and Eurocopter AS350 (AS350).

Gulfstream IV

The GIV is a twin-engine business jet that is used primarily for private or business use. It has a large cabin with maximum seating capacity of 10-15 people. The plane has a cruising speed of 530-560mph with a range of 4,200 nautical miles. The company expects this plane to cost approximately $4.7 million in the aftermarket.

Gulfstream IV Investment Economics							
GIV	Purchase Price	$ 4,700,000	**Monthly Air Hours**				
			30	**40**	**50**	**60**	**70**
Hourly Charter Rate		$ 5,600	$ 168,000	$ 224,000	$ 280,000	$ 336,000	$ 392,000
Total Variable Costs		$ 3,270	$ 98,100	$ 130,800	$ 163,500	$ 196,200	$ 228,900
Hourly Gross Profit		$ 2,330	$ 69,900	$ 93,200	$ 116,500	$ 139,800	$ 163,100
Total Fixed Costs			$ 35,556	$ 35,556	$ 35,556	$ 35,556	$ 35,556
Monthly Profit After Direct & Variable Costs			**$ 34,344**	**$ 57,644**	**$ 80,944**	**$ 104,244**	**$ 127,544**
Gross Margins			41.6%	41.6%	41.6%	41.6%	41.6%
Operating Margins X SG&A			20.4%	25.7%	28.9%	31.0%	32.5%
Annual Profit After Direct & Variable Costs			$ 412,129	$ 691,729	$ 971,329	$ 1,250,929	$ 1,530,529
ROI			**9%**	**15%**	**21%**	**27%**	**33%**
Payback			**11.4**	**6.8**	**4.8**	**3.8**	**3.1**

Gulfstream 200

The G200 is a twin-engine business jet that is used primarily for private or business use. It has a mid-size cabin with normal seating of 8-11 people. Its cruising speed is 530mph with a range of 3,200 nautical miles. The aftermarket price of this plane is approximately $4.0 million.

Gulfstream 200 Investment Economics

			Monthly Air Hours				
G200	Purchase Price	$ 4,000,000					
			30	**40**	**50**	**60**	**70**
Hourly Charter Rate		$ 4,675	$ 140,250	$ 187,000	$ 233,750	$ 280,500	$ 327,250
Total Variable Costs		$ 2,420	$ 72,611	$ 96,815	$ 121,019	$ 145,223	$ 169,426
Hourly Gross Profit		$ 2,255	$ 67,639	$ 90,185	$ 112,731	$ 135,278	$ 157,824
Total Fixed Costs			$ 36,556	$ 36,556	$ 36,556	$ 36,556	$ 36,556
Monthly Profit After Direct & Variable Costs			**$ 31,083**	**$ 53,629**	**$ 76,175**	**$ 98,722**	**$ 121,268**
Gross Margins			48.2%	48.2%	48.2%	48.2%	48.2%
Operating Margins X SG&A			22.2%	28.7%	32.6%	35.2%	37.1%
Annual Profit After Direct & Variable Costs			$ 372,994	$ 643,549	$ 914,104	$ 1,184,659	$ 1,455,214
ROI			**9%**	**16%**	**23%**	**30%**	**36%**
Payback			**10.7**	**6.2**	**4.4**	**3.4**	**2.7**


Boeing Business Jet

The BBJ is a derivative of the Boeing jet airliners for the corporate jet market that is based on the 737 design. This plane seats 25-50 passengers with a luxurious configuration, including a master bedroom, a washroom with showers, a conference/dining area and a living room. This plane has a cruising speed of 520-540mph with range of close to 6,500 nautical miles. The BBJ has an aftermarket price of approximately $20 million.

Boeing Business Jet Investment Economics

BBJ	Purchase Price	$20,000,000	**Monthly Air Hours**				
			30	**40**	**50**	**60**	**70**
Hourly Charter Rate		$ 13,500	$ 405,000	$ 540,000	$ 675,000	$ 810,000	$ 945,000
Total Variable Costs		$ 5,512	$ 165,345	$ 220,460	$ 275,575	$ 330,690	$ 385,805
Hourly Gross Profit		$ 7,989	$ 239,655	$ 319,540	$ 399,425	$ 479,310	$ 559,195
Total Fixed Costs			$ 60,389	$ 60,389	$ 60,389	$ 60,389	$ 60,389
Monthly Profit After Direct & Variable Costs			**$ 179,266**	**$ 259,151**	**$ 339,036**	**$ 418,921**	**$ 498,806**
Gross Margins			59.2%	59.2%	59.2%	59.2%	59.2%
Operating Margins X SG&A			44.3%	48.0%	50.2%	51.7%	52.8%
Annual Profit After Direct & Variable Costs			$ 2,151,189	$ 3,109,809	$ 4,068,429	$ 5,027,049	$ 5,985,669
ROI			**11%**	**16%**	**20%**	**25%**	**30%**
Payback			**9.3**	**6.4**	**4.9**	**4.0**	**3.3**

Citation Jet

The CJ is a smaller sized jet in the Cessna family. It seats 5-7 passengers and has a maximum cruising speed of 460mph with a range of 1,780 nautical miles. This smaller jet is ideal for small groups and short trips of 1-2 hours. Its cost is approximately $1 million in the aftermarket.

Citation Jet Investment Economics

CJ	Purchase Price	$ 1,000,000	**Monthly Air Hours**				
			30	**40**	**50**	**60**	**70**
Hourly Charter Rate		$ 2,300	$ 69,000	$ 92,000	$ 115,000	$ 138,000	$ 161,000
Total Variable Costs		$ 1,295	$ 38,835	$ 51,780	$ 64,725	$ 77,670	$ 90,615
Hourly Gross Profit		$ 1,006	$ 30,165	$ 40,220	$ 50,275	$ 60,330	$ 70,385
Total Fixed Costs			$ 23,056	$ 23,056	$ 23,056	$ 23,056	$ 23,056
Monthly Profit After Direct & Variable Costs			**$ 7,109**	**$ 17,164**	**$ 27,219**	**$ 37,274**	**$ 47,329**
Gross Margins			43.7%	43.7%	43.7%	43.7%	43.7%
Operating Margins X SG&A			10.3%	18.7%	23.7%	27.0%	29.4%
Annual Profit After Direct & Variable Costs			$ 85,309	$ 205,969	$ 326,629	$ 447,289	$ 567,949
ROI			**9%**	**21%**	**33%**	**45%**	**57%**
Payback			**11.7**	**4.9**	**3.1**	**2.2**	**1.8**

Eurocopter AS350

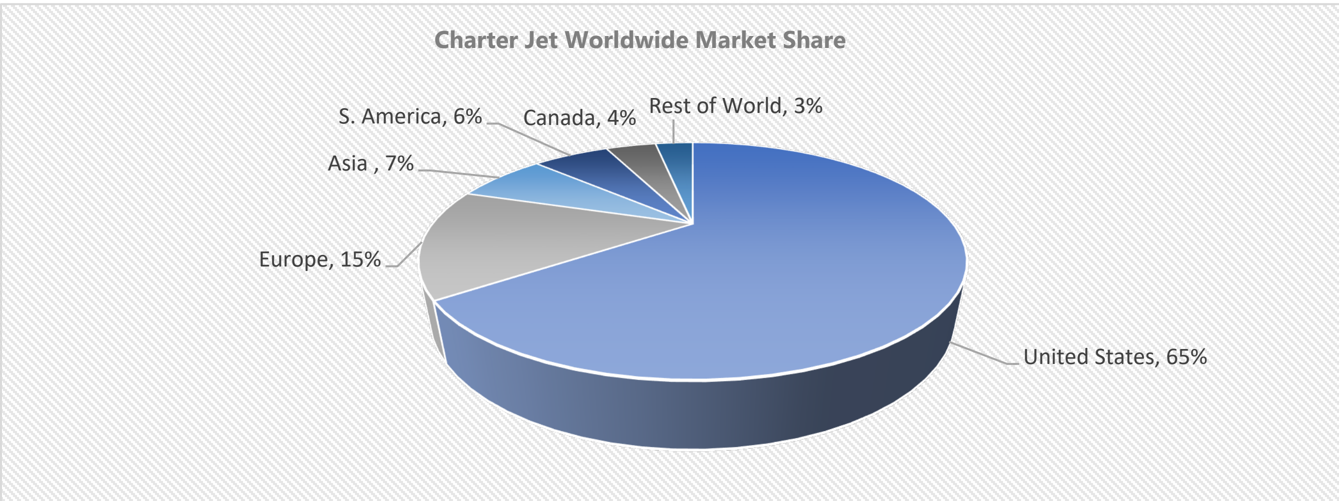
The Eurocopter AS350 is a single engine light utility helicopter that has a seating capacity of five and costs approximately $1 million in the aftermarket.

Eurocopter AS350 Investment Economics

			Monthly Air Hours				
AS350	Purchase Price	$ 1,000,000					
			30	**40**	**50**	**60**	**70**
Hourly Charter Rate		$ 1,750	$ 52,500	$ 70,000	$ 87,500	$ 105,000	$ 122,500
Total Variable Costs		$ 1,099	$ 32,981	$ 43,975	$ 54,969	$ 65,962	$ 76,956
Hourly Gross Profit		$ 651	$ 19,519	$ 26,025	$ 32,532	$ 39,038	$ 45,544
Total Fixed Costs			$ 18,805	$ 18,805	$ 18,805	$ 18,805	$ 18,805
Monthly Profit After Direct & Variable Costs			**$ 714**	**$ 7,220**	**$ 13,726**	**$ 20,233**	**$ 26,739**
Gross Margins			37.2%	37.2%	37.2%	37.2%	37.2%
Operating Margins X SG&A			1.4%	10.3%	15.7%	19.3%	21.8%
Annual Profit After Direct & Variable Costs			$ 8,564	$ 86,639	$ 164,715	$ 242,791	$ 320,866
Payback			**116.8**	**11.5**	**6.1**	**4.1**	**3.1**

MARKET OVERVIEW

The worldwide market for private jets totals 4.7 million flights annually. The US represents the vast majority of these flights, with 3.1 million annual flights or 65% of the market. Europe is the second largest segment accounting for 15% of the market, followed by Asia, South America and Canada.



The private jet aviation market consists of three segments; non-commercial, commercial, and the fractional segment. The non-commercial segment, also known as Part 91 in the U.S. market, consists primarily of individual owned planes used for non-commercial purposes. In the U.S., it represents the largest segment on an activity basis with approximately 1.6 million annual flights. The commercial segment, known as Part 135 in the U.S., represents aircraft that is used in for profit purposes. This is the second largest segment of the U.S. market with annual flights of approximately 1.1 million. The fractional segment is a multi-ownership structure where many individuals own a portion of the aircraft and share their access based on the ownership. This segment is the smallest segment, accounting for just under 400k flights in the U.S.

Market Opportunity

Mint Air addresses the Part 135 market. This segment consists of four plane types including turbo-prop, light jet, mid-size and heavy jet representing a total of 2.8 million annual flight hours and revenues of $10.7 billion. Within the Part 135 market, Mint Air focuses primarily on the mid-size and heavy jet segments. These two segments account for most of the market opportunity in the U.S. with annual revenues of $7.9 billion, or 74% of the total Part 135 market.

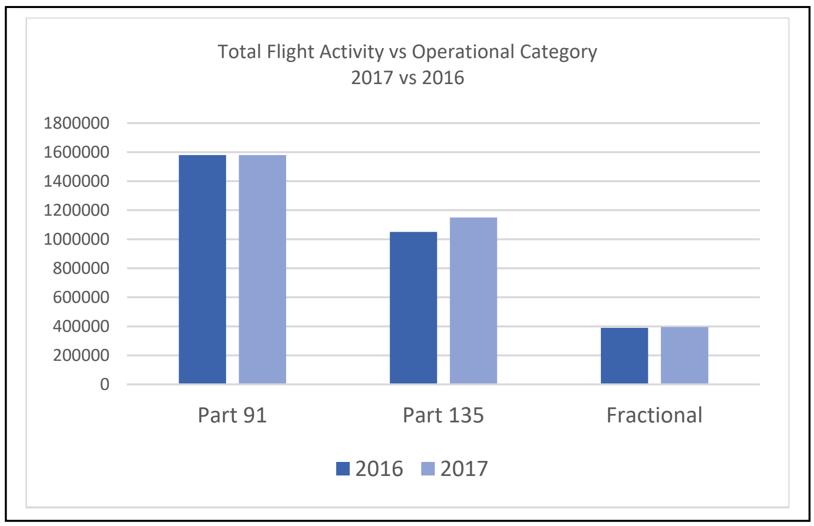
U.S. Part 135 Charter Market Opportunity				
Aircraft Type	**Annual Flight Hours (000's)**	**Hourly Rate**	**Industry Revenue (mm)**	**% of Market**
Turbo-Prop	739	$ 1,650	$ 1,219	11%
Light Jet	577	$ 2,650	$ 1,530	14%
Mid-Size	913	$ 3,850	$ 3,515	33%
Heavy Jet	590	$ 7,500	$ 4,422	41%
Part 135 Market Total	**2819**		**$ 10,686**	
Part 135 Mid-Size & Heavy Jet			**$ 7,937**	

Europe is the second largest market with total charter market revenues of $8.6 billion. The mid-size and heavy jet segments in Europe account for $4.9 billion, or 56% of the overall charter market.

European Charter Market Opportunity				
Aircraft Type	Annual Flight Hours (000's)	Hourly Rate	Industry Revenue (mm)	% of Market
Turbo-Prop	1231	$ 2,200	$ 2,708	31%
Light Jet	320	$ 3,300	$ 1,056	12%
Mid-Size	490	$ 5,000	$ 2,450	28%
Heavy Jet	320	$ 7,500	$ 2,400	28%
Part 135 Market Total	**2361**		**$ 8,614**	
Part 135 Mid-Size & Heavy Jet	**810**		**$ 4,850**	

Market Trends

Since the economic downturn in 2008, the business aviation market has recovered, just recently surpassing the 3 million mark in the number of US flights, a number not seen since 2008.

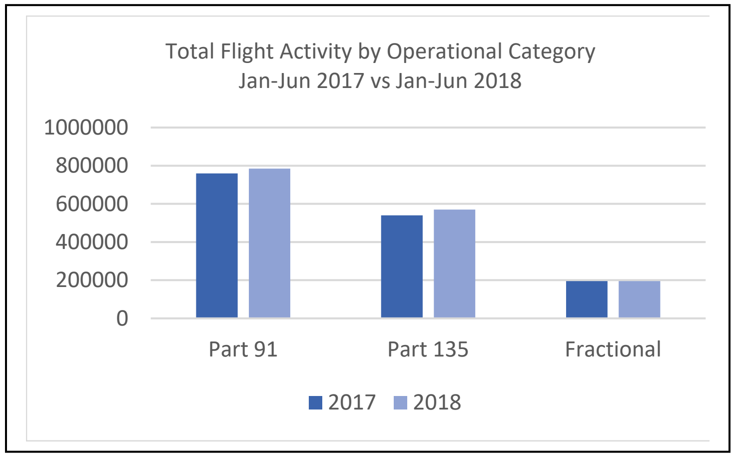


The overall U.S. business aviation industry was strong in 2017 with overall growth of 3.9%. The Part 135 segment was the strongest segment with total flight activity of 9.2%. Of this growth, the mid-sized cabin jet and the large cabin jet were the biggest contributors with 2017 growth of 12.4% and 14.9%, respectively.

The strong industry trends continued into 2018 with flight activity in the first half of the year growing 2.3%. Again, the Part 135 segment was the biggest contributor with 4.5% growth. By aircraft type, the mid-sized cabin and large cabin planes were the strongest categories, growing 2.9% and 3.8%, respectively.

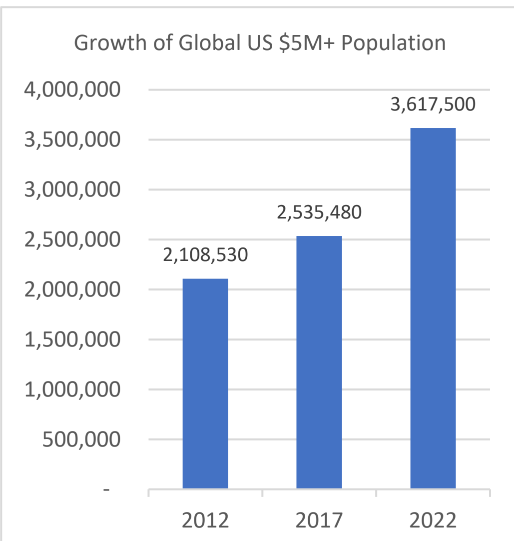
2017 vs 2016				
	Part 91	**Part 135**	**Fractional**	**Total**
Turbo Prop	-1.3%	8.0%	5.8%	2.6%
Small Cabin Jet	-0.7%	4.9%	7.1%	2.1%
Mid-Size Cabin Jet	1.2%	12.4%	3.3%	5.4%
Large Cabin Jet	2.9%	14.9%	5.4%	6.8%
Total	0.1%	9.2%	4.7%	3.9%

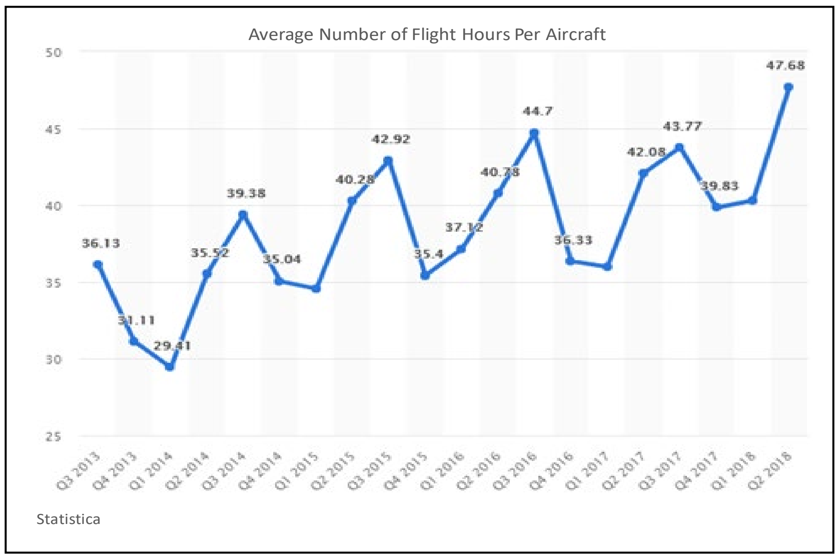
The European market is the second largest market, with about 700,000 flights per year versus 3,100,000 flights in the US, or 15% of the global market.



The Business aircraft market in Europe has also been strong, with the number of monthly hours flown increasing every year for the past five years. The average monthly hours flown in Q2-18 was 47.7, up from 36.1 in Q3-13, an increase of 32% over the past five years.

One of the drivers to the health of the business aviation market is the number of high net-worth individuals. In 2017, there were 2.5 million multi-millionaires with assets over $5 million. The Wealth Report projects this group to grow to 3.6 million by 2022, an increase of 43%. The ultra -wealthy segment is projected to grow by 40% during this time period and the class with over $500 million are projected to grow by 39%. The dramatic growth in the number of high-net-worth individuals will drive increasing demand for the private jet market.





MANAGEMENT TEAM

Brian Kendrick
Chief Executive Officer

Mr. Kendrick has over 30 years of aviation experience with the most recent 20 years concentrating on operating aircraft on charter certificates. During his tenure in the industry, he operated charter fleets in excess of 25 aircraft and has sold in excess of 600 aircraft. Mr. Kendrick was one of the first west coast operators to obtain a Platinum rating with ARG/US.

Frank Dohn, CFA
Chief Operating Officer

Mr. Dohn is a Chartered Financial Analyst with 40 years of investment experience, including experience as a research analyst covering the financial sector. He has worked for various Wall Street institutions, including Deutsche Bank, Bankers Trust, Bank of America, and Wilmington Trust. Mr. Dohn has managed portfolios of high-net-worth individuals, including several entities with assets over $300 million.

Shane Huiberts, CPA
Chief Financial Officer

Mr. Huiberts has over 7 years of experience as a Certified Public Accountant for top global and national CPA firms as an external auditor for publicly traded and privately held companies. He has worked with CPA firms such as KPMG and Moss Adams.

PRO FORMA FINANCIAL FORECAST [2]

	2019	2020	2021	2022	2023
Total Revenue	$ 22,750,000	$ 71,380,000	$ 71,940,000	$ 71,940,000	$ 71,940,000
Royalties	$ -	$ 1,600,000	$ 5,000,000	$ 5,040,000	$ 5,040,000
Net Revenue	$ 22,750,000	$ 69,790,000	$ 66,950,000	$ 66,910,000	$ 66,910,000
Total Direct Costs	12,450,000	39,530,000	39,860,000	39,860,000	39,860,000
Gross Profit	10,310,000	30,270,000	27,100,000	27,060,000	27,060,000
Total Operating Expenses	7,370,000	21,660,000	21,880,000	21,960,000	22,060,000
Operating Income (Loss)	2,950,000	8,610,000	5,220,000	5,110,000	5,000,000
Total Other Income	320,000	160,000	210,000	260,000	310,000
Income Taxes	240,000	1,320,000	450,000	430,000	430,000
Net Income (Loss)	3,030,000	7,450,000	4,980,000	4,930,000	4,880,000
EBITDA (Loss)	$ 6,470,000	$ 19,380,000	$ 16,070,000	$ 15,960,000	$ 15,850,000
%	28%	27%	22%	22%	22%
Total Current Assets	$ 33,390,000	$ 26,070,000	$ 31,120,000	$ 36,050,000	$ 40,920,000
Fixed Assets, Net	82,180,000	97,730,000	97,650,000	97,660,000	97,650,000
Total Other Assets	-	-	-	-	-
Total Assets	115,570,000	123,790,000	128,770,000	133,700,000	138,570,000
Total Current Liabilities	2,550,000	3,330,000	3,330,000	3,330,000	3,330,000
Total Long-Term Liabilities	-	-	-	-	-
Total Equity	113,030,000	120,470,000	125,450,000	130,380,000	138,570,000
Total Liabilities and Equity	$ 115,570,000	$ 123,790,000	$ 128,770,000	$ 133,700,000	$ 138,570,000
Total Cash From (For) Operating Activities	$ 4,450,000	$ 17,640,000	$ 15,830,000	$ 15,780,000	$ 15,730,000
Total Cash From (For) Investing Activities	(85,700,000)	(26,320,000)	(10,780,000)	(10,850,000)	(10,850,000)
Total Cash From (For) Financing Activities	110,000,000	-	-	-	-
Net Increase (Decrease) In Cash	28,750,000	(8,690,000)	5,060,000	4,930,000	4,880,000
Cash and Cash Equivalents-End	$ 28,750,000	$ 20,070,000	$ 25,130,000	$ 30,050,000	$ 34,930,000
Enterprise Value Based Upon Multiple	$ 64,700,000	$ 193,800,000	$ 160,700,000	$ 159,600,000	$ 158,500,000
Total Equity Value (EV-LTD+Net Cash)	93,450,000	213,870,000	185,830,000	189,650,000	193,430,000

DISCLAIMER

This is Not an Offer to Purchase or Sell Securities. This overview is for informational purposes and is not an offer to sell or a solicitation of an offer to buy any securities in the Company and may not be relied upon in connection with the purchase or sale of any security. Securities of the Company if offered, will only be available to parties who are "accredited investors" (as defined in Rule 501 promulgated pursuant to the Securities Act of 1933, as amended) and who are interested in investing in the Company on their own behalf. Any offering or solicitation will be made only to qualified prospective investors pursuant to a confidential offering memorandum, and the subscription documents, all of which should be read in their entirety.

To obtain further information, you must complete our investor questionnaire and meet the suitability standards required by law.

Cautionary Note Regarding Forward-Looking Statements/Pursuant to the U.S. Private Securities Litigation Reform Act of 1995

This investment brief contains, and our officers and representatives may from time to time make, "forward-looking statements" within the meaning of the safe harbor provisions of the U.S. Private Securities Litigation Reform Act of 1995. Forward-looking statements can be identified by words such as: "anticipate," "intend," "plan," "goal," "seek," "believe," "project," "estimate,"

[2] These projections assume, amongst other things, that the Company completes the maximum amount of the current contemplated Offering on a timely basis. Failure to do so, in whole or in part, will result in an adverse material impact to these forecasted results.

"expect," "strategy," "future," "likely," "may," "should," "will" and similar references to future periods. Examples of forward-looking statements include, among others, statements we make regarding launch of products, sales, markets, marketing strategies, our estimates on future financial performance, revenue growth and earnings, anticipated levels of capital expenditures and our belief that offering proceeds will provide sufficient liquidity to fund our business operations over the next 36 months.

Forward-looking statements are neither historical facts nor assurances of future performance. Instead, they are based only on our current beliefs, expectations and assumptions regarding the future of our business, future plans and strategies, projections, anticipated events and trends, the economy and other future conditions. Because forward-looking statements relate to the future, they are subject to inherent uncertainties, risks and changes in circumstances that are difficult to predict and many of which are outside of our control. Our actual results and financial condition may differ materially from those indicated in the forward-looking statements. Therefore, you should not rely on any of these forward-looking statements. Important factors that could cause our actual results and financial condition to differ materially from those indicated in the forward-looking statements include, among others, the following:

Risks Related to the Company's Business

- *General economic conditions and lowered demand for travel.*
- *The airline industry is highly competitive, and if we cannot successfully compete in the marketplace, our business, financial condition and operating results will be materially adversely affected.*
- *Our business is dependent on the availability and price of aircraft fuel. Significant disruptions in the supply of aircraft fuel or continued periods of historically high fuel costs will materially adversely affect our operating results.*
- *Our costs incurred in providing airlines services could be more than the contractual revenues generated.*
- *The cost of aircraft repairs and unexpected delays in the time required to complete aircraft maintenance could negatively affect our operating results.*
- *We rely on third parties to modify aircraft and provide aircraft and engine maintenance.*
- *The costs of our aircraft maintenance facilities could negatively impact our financial results.*
- *New credit facility obligations.*
- *Ownership risks.*
- *Aircraft have limited economically useful lives and depreciate over time, which can adversely affect our financial condition.*
- *We will have a limited number of aircraft types and may be adversely affected by "type" faults in a particular type of aircraft.*
- *Operational costs will increase as our aircraft age.*
- *Concentration of lessees and aircraft type.*
- *Unforeseen difficulties and costs associated with future acquisitions could reduce or prevent our future growth and profitability.*
- *We will need additional capital to finance our longer-term growth, and we may not be able to obtain it on suitable terms, or at all, and an unexpected increase in our borrowing cost may negatively affect our business and financial results.*
- *The advent of superior aircraft and engine technology or the introduction of a new line of aircraft could cause our existing aircraft portfolio to become outdated and therefore less desirable, which could adversely affect our financial results.*
- *We operate in a highly competitive market for investment opportunities in aircraft and other aviation assets.*
- *Lessee credit risk.*
- *Aircraft might be adversely affected if not adequately managed and maintained.*
- *Risks related to private charter air carriers.*
- *Availability of financing.*
- *Risks of debt financing.*
- *Investment in new aircraft types and engines.*
- *Leasing risks.*
- *Government regulation.*
- *Casualties, insurance coverage.*
- *Failure to maintain the operating certificates and authorities of our airlines would adversely affect our business.*
- *Compliance with future environmental regulations.*

- *We depend on certain key personnel, and the loss of any key personnel may adversely affect our operations.*

For more information:

Thomas Carter
Deal Box, Inc.
email: thomas@dlbx.io