

SKYTHREAD

INVESTOR INTRODUCTION

MAR 05, 2025

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SKYTHREAD

Next-Gen Digital Trust for Aviation Parts

Problem

Tracking, validating, and sharing ~100 million aircraft parts data is **antiquated and inefficient**.

Regulatory documentation is **error-prone and vulnerable** to manipulation.

Increased risk and **no single source** parts authentication.



Solution

Easy and secure **access to neutral data** of a parts lifecycle from birth to retirement.

Flexible **digital data sharing** across the commercial aviation industry.

Removal of fraudulent parts on aircraft and in the supply chain.

Increase **value and availability**, reduce costs, lower inventories, and keep the aircraft flying.

What

Chain-of-Chains

Links data siloes across the industry
Integrates with multiple platforms

Registry

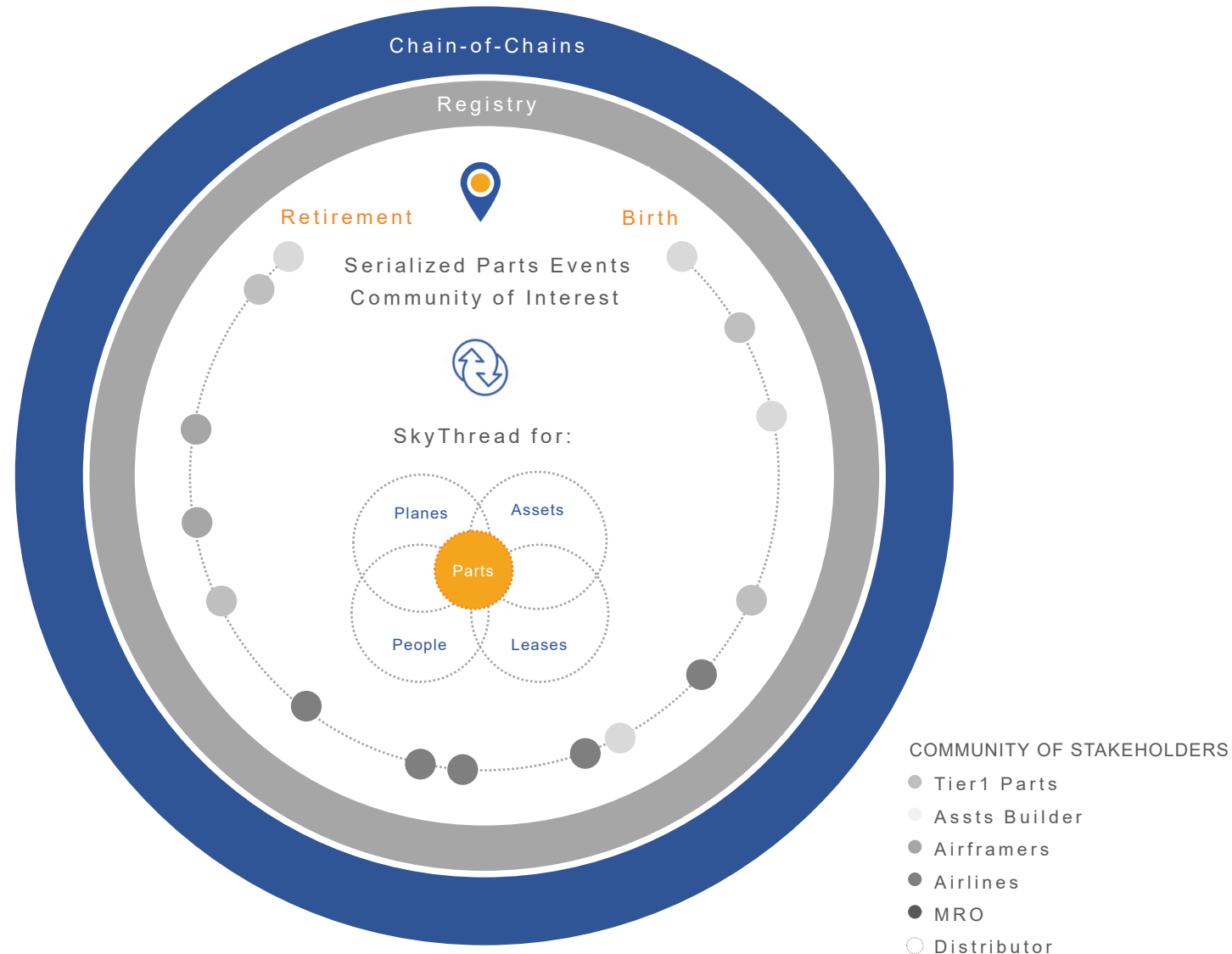
Neutral and validated data
Secure lifecycle view

Stakeholders

More visibility / less inefficiency
Turn-Around-Time (TAT) reduction
Repair cost optimization

SkyThread for...

Planes	Tail number and unique ID
Assets	Engines, APU, Landing Gear
Parts	Aircraft part and serial number
People	Crew and maintainers
Leases	



How

Starting with each serialized part history **from birth to date** from Tier 1 Part Supplier, Asset Builders, and Airframer.

Then, **capture where the part is today** through interaction with the airline maintenance, repair, and overhaul (MRO) and maintenance systems.

Resulting in a single industry trusted and secure platform that identifies and closes lifecycle **gaps**.



A data-sharing network ensuring that all stakeholders in commercial aviation can validate that planes, parts, people, and places are where they should be, to uphold safety and regulatory compliance

Why Now

People

Executives recognize the magnitude of the problem.

Stakeholder pressures to reduce cost and improve safety.

Regulators and flying public share the same concerns.

Process

Siloed information fails to deliver.

Value of data sharing is not understood.

Current safeguards are not sufficient.

Technology

Well tested tech e.g. Big Data, Blockchain, Information Security.

Digital Twin and Digital Thread for life is achievable.

Artificial Intelligence brings data validation, comprehensive speed, and scale.

Why SkyThread

People (Customers)

Intuitive Software
Single View

Share Critical Parts
Reliable Status

Low Investment
Leverage Customer IT

Process

Secure and Distributed
Permissioned

Validated Data Sharing
Neutral, Trusted, Secure

Easy to Use
Customer Centric Governance

Technology

New Use of Good Technology
Specific to Aviation Industry

Shared Technical Vision
Single Platform

Authentication Stamp
Confidence Grade

Product

Design

Users input informed a streamlined UX experience
Rapid user on-boarding
Low learning curve

SkyThread for Parts:

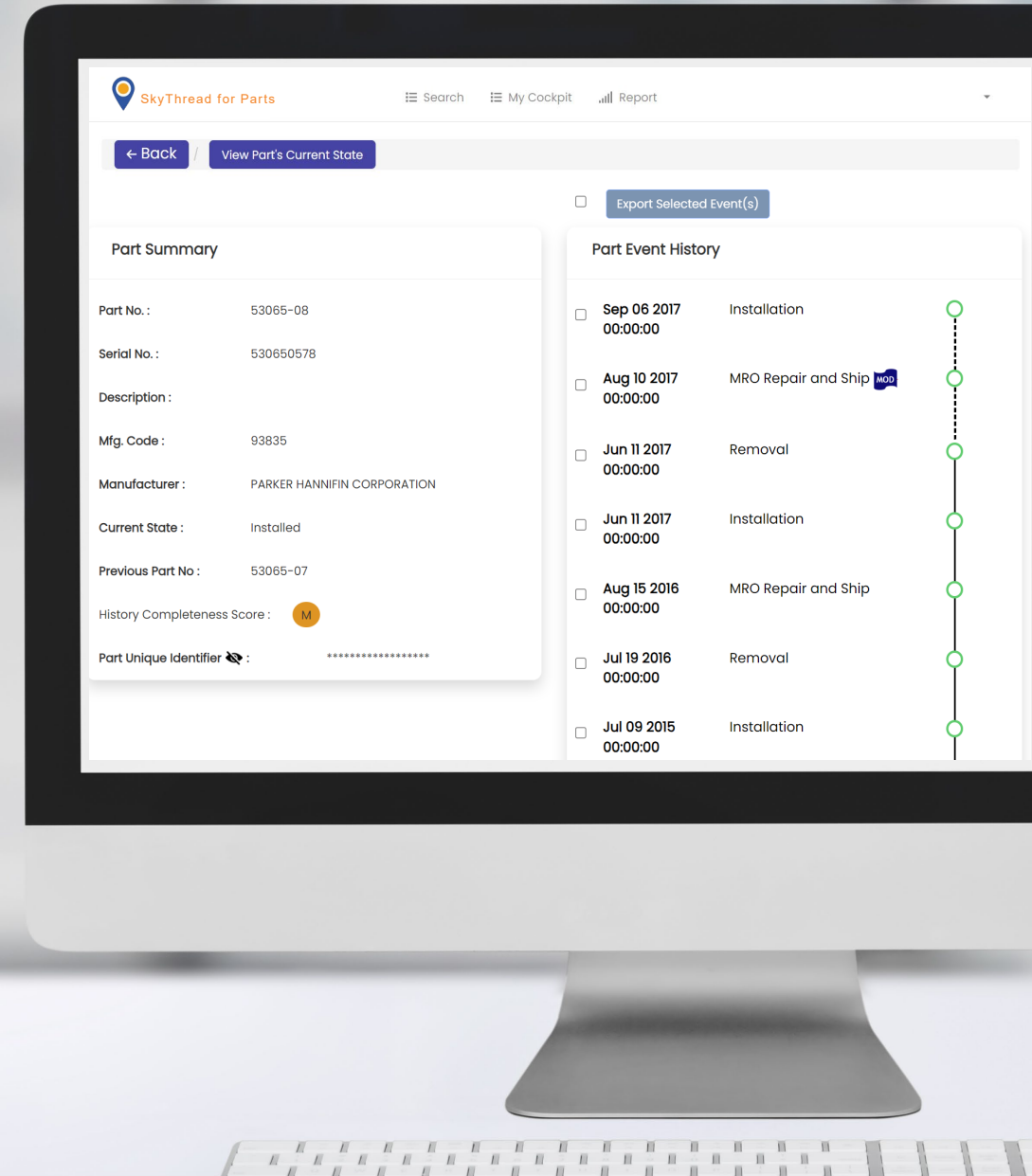
Adds data validation
Lifecycle management
Lease return

Technology of Platform

Share data across the community of interest
Works with existing systems of records
Implementation does not interrupt current operations

Data and Security

Parts transactions are confidential



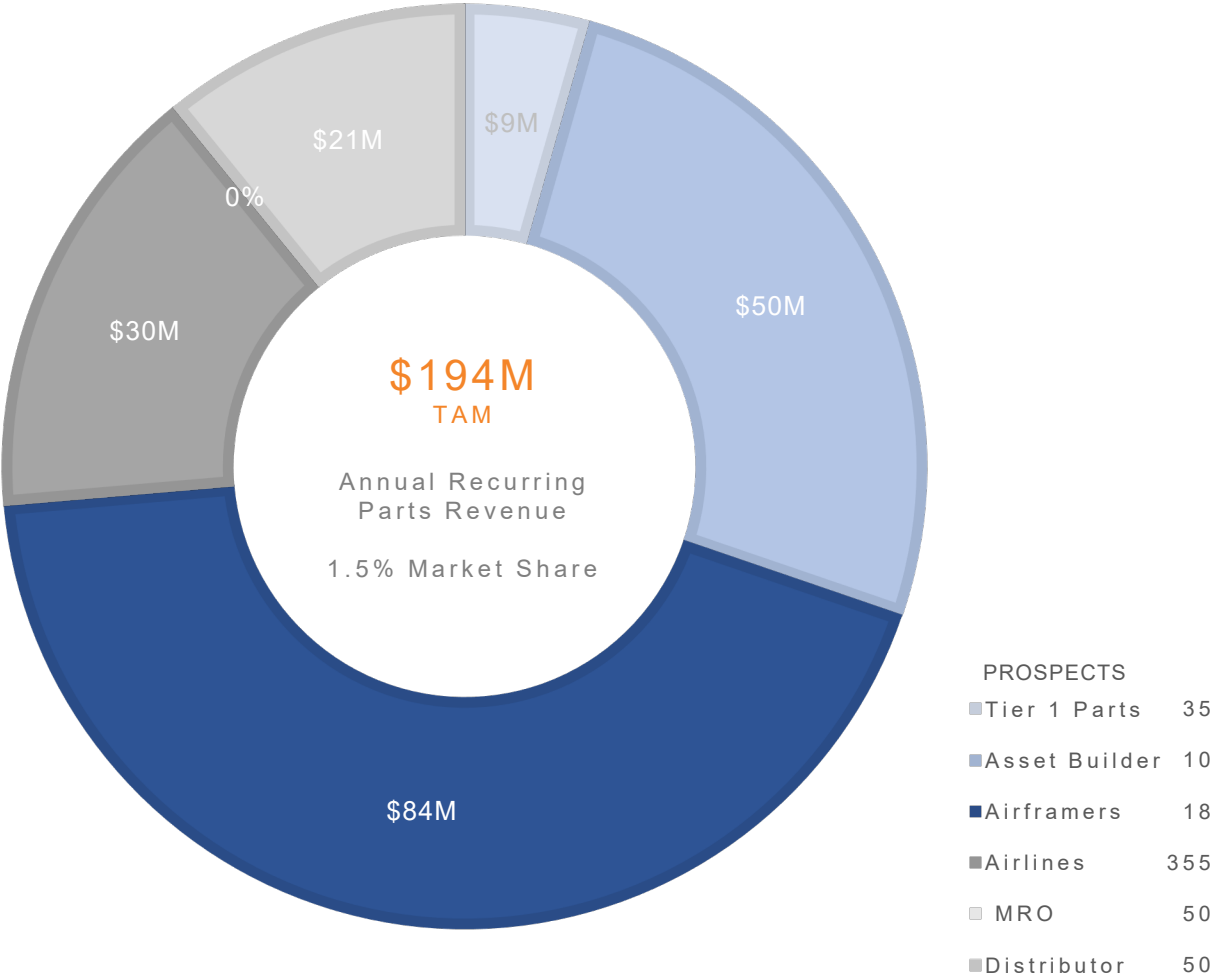
Opportunity

Prospects Today

500 Prospects	SkyThread for Parts
Tier 1	Parts Suppliers
Asset Builders	Engines, Landing, APU
Airframers	Manufactures
Airlines	Commercial Passenger
MRO	Maintenance Repair Overhaul
Distributor	Parts Supply Chain

Flexible Pricing

Pay Per-View	\$3/per part event
Licenses	100 ~Million Serialized Parts
	Enterprise \$250K/yr per product
	Unlimited Users and Events/Clicks
On-boarding	\$50K/per integration



Go-To-Market

Sell first to customers with entrenched business **community of interest**

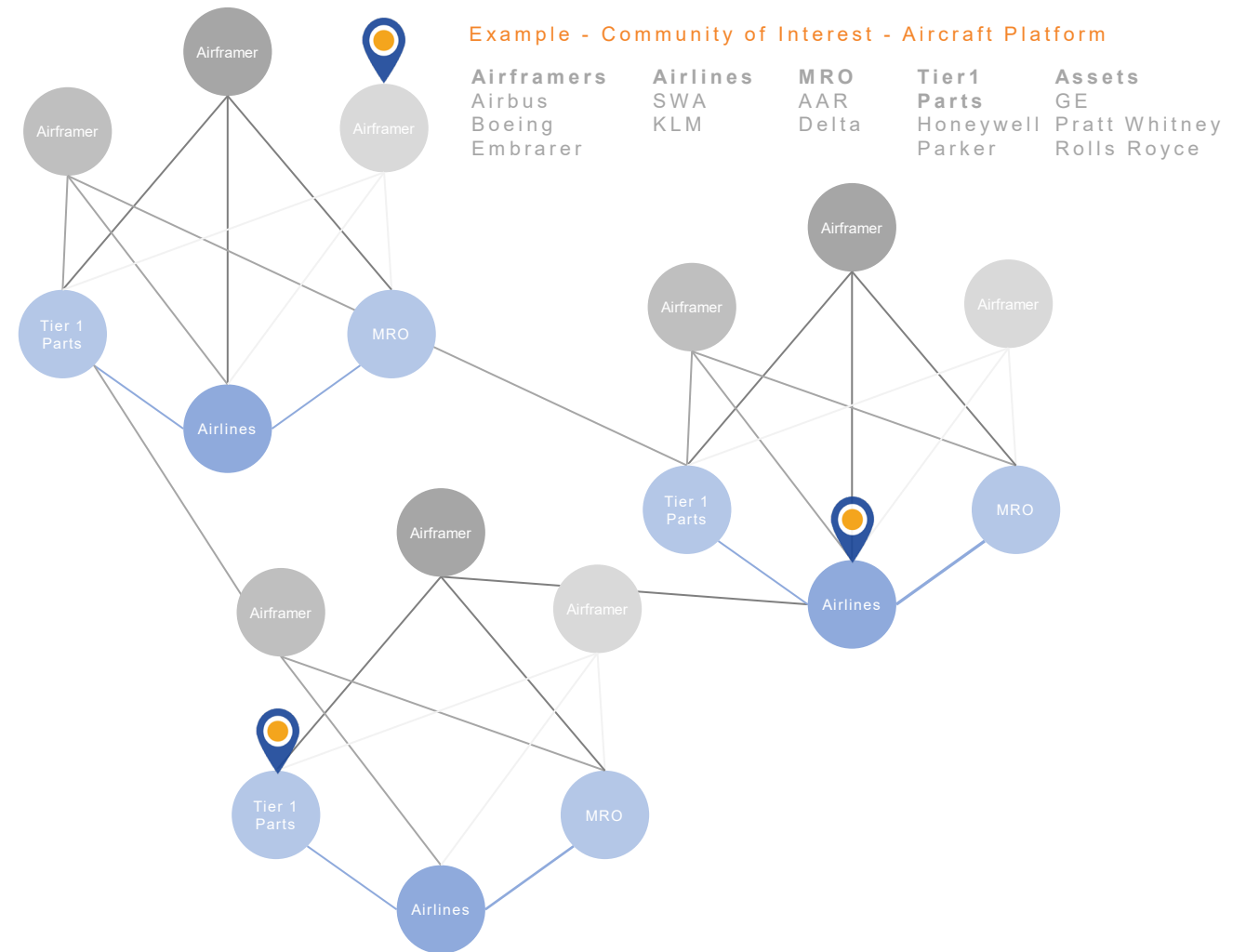
All part makers sell to all asset builders and airframers

All airframers sell to all airlines

All airlines buy spares and repairs from all parts makers

All MRO's sell parts and repair services to all airlines and parts makers

You can “land” anywhere on a parts maker, airframers or MRO and get to anybody else on the list....**rinse and repeat**.



Competition

Products

SkyThread Addressing planes, parts, people, places

Competition Cannot deliver the full lifecycle view

Technology of Platform

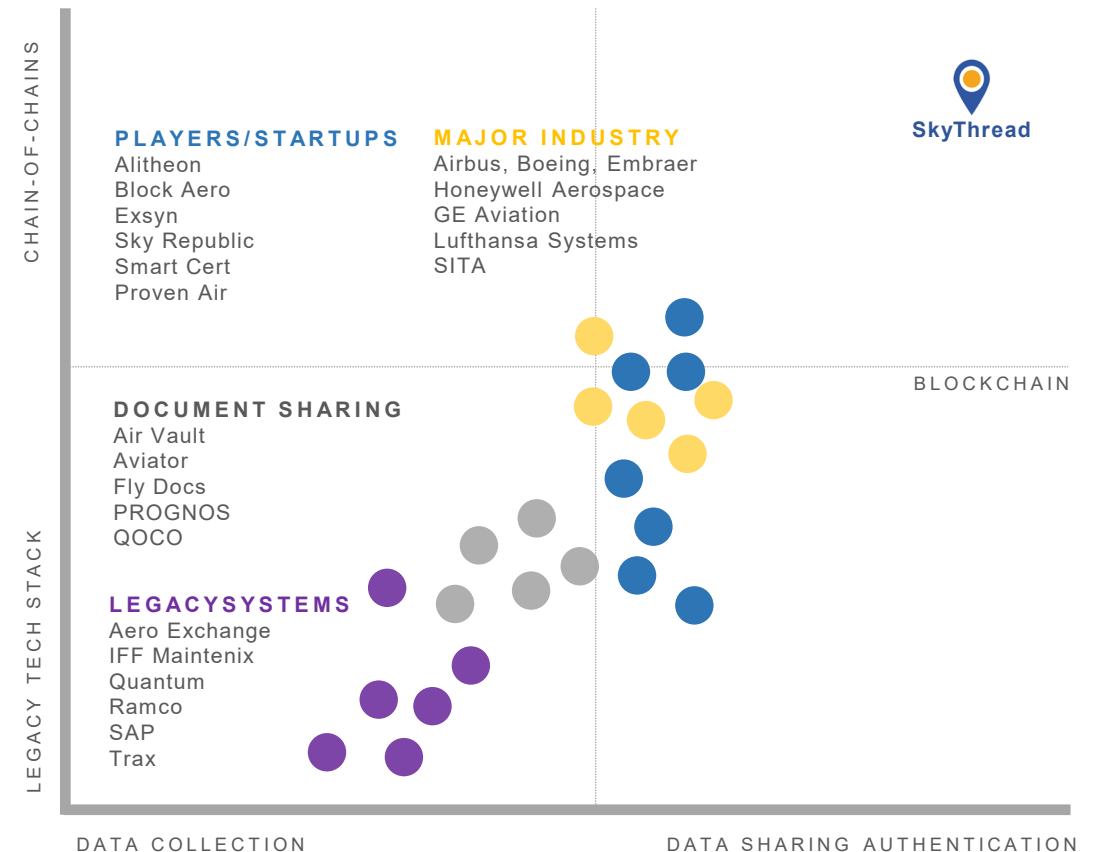
SkyThread Authenticating parts at birth
Track & trace parts ID data throughout life

Competition Weakness in the parts supply chain ecosystem

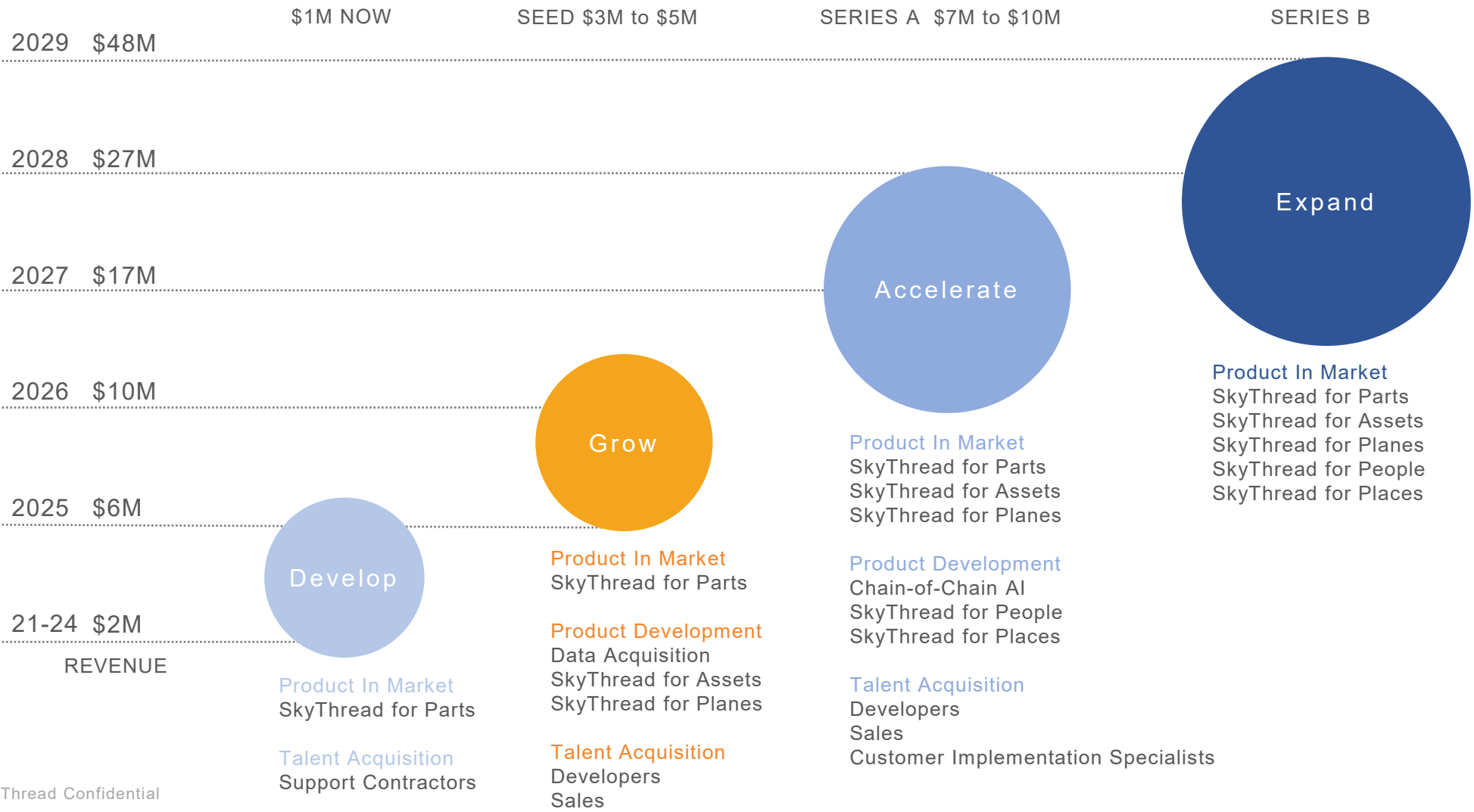
Data and Security

SkyThread Parts transactions are confidential
Validating data through triangulation

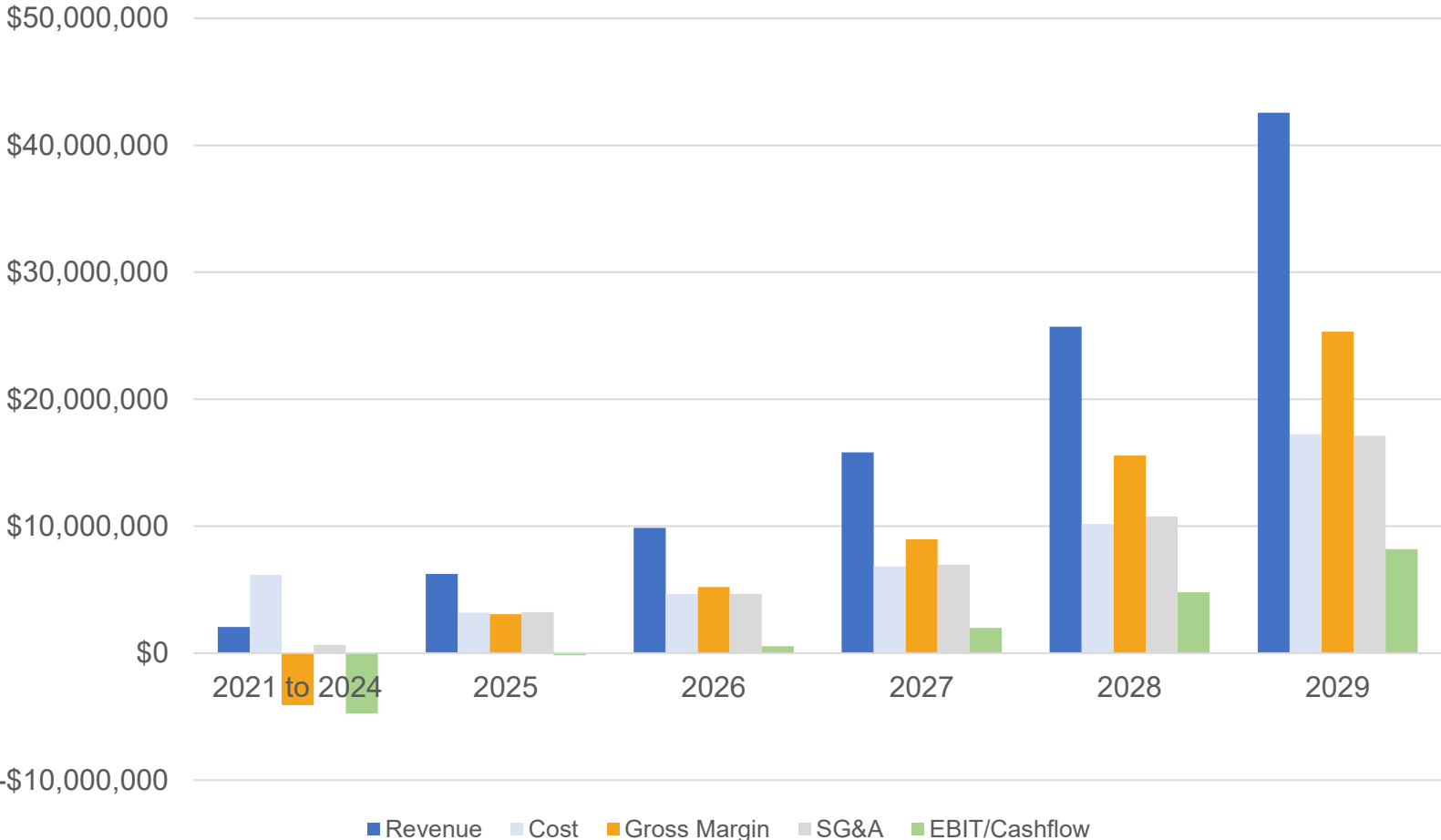
Competition “Prime” actor lowers trust behind the application



Traction



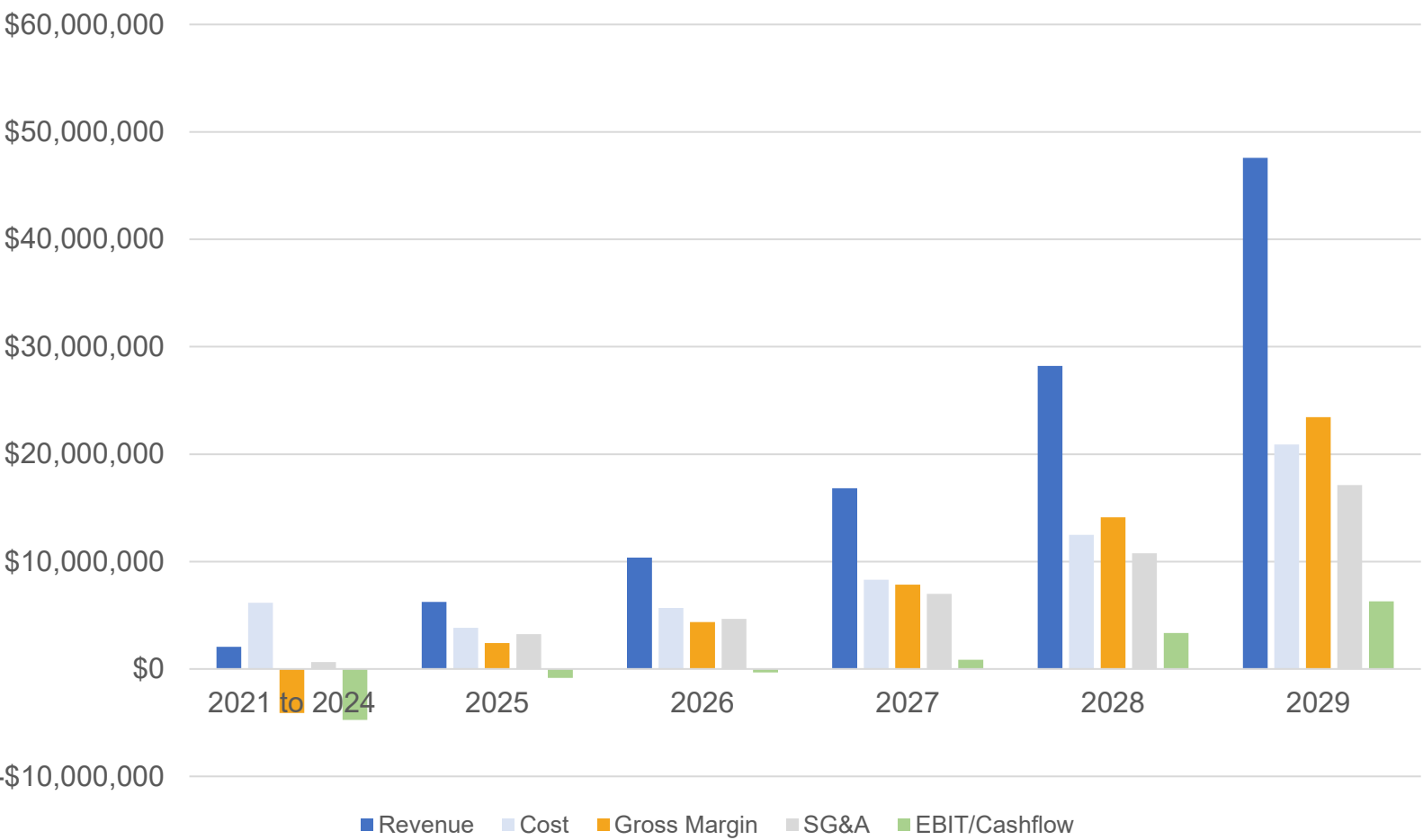
P&L | SkyThread for Parts



HIGHLIGHTS

- 2021 to 2024 product developed
- Customer and market acceptance
- Profitable at customer level
- Restructured to focus business

P&L Forecast | 3 Products



HIGHLIGHTS

- SkyThread for Parts in market
- SkyThread for Planes 50%
- SkyThread for Assets 25%
- People starting with partner

Crawl, Walk, Run

		Incremental	Incremental	Conservative		After Full Funding	
	Crawl	Walk	Run	Full Year 2025		Full Year 2025	
2025 Summary	1mo Operations	Months 2-3-4	Months 5-12	12 Months		12 Months	
ARR Level (Bookings)	\$ 1,000,000	\$ 2,000,000	\$ 4,000,000	\$ 4,000,000			
Cash Revenue	\$ -	\$ 500,000	\$ 3,500,000	\$ 4,000,000	Revenue	\$ 6,250,000	More revenue
Operating Costs	\$ (141,000)	\$ (611,750)	\$ (4,058,417)	\$ (4,811,167)	Costs	\$ (5,332,000)	More costs
Operating Margin	\$ (141,000)	\$ (111,750)	\$ (558,417)	\$ (811,167)	Operarting	\$ 918,000	More margin
Ongoing Development	\$ (135,000)	\$ (380,000)	\$ (445,000)	\$ (960,000)	Development	\$ (660,000)	Same
Onboarding (unpaid)	\$ (100,000)	\$ (200,000)	\$ (300,000)	\$ (600,000)	Onboarding	\$ (600,000)	Same
Restructuring			\$ (566,667)	\$ (566,667)	Restructuring	\$ (566,667)	Same
Operating Loss	\$ (376,000)	\$ (691,750)	\$ (1,870,083)	\$ (2,937,833)		\$ (908,667)	
Accounts Payable Owed	\$ (121,208)	\$ (363,625)	\$ (969,666)	\$ (1,454,498)	Accounts Payable		
Cash Required	\$ (497,208)	\$ (1,055,375)	\$ (2,839,749)	\$ (4,392,332)			
Cash Source - Seed	\$ 1,000,000			\$ 1,000,000	TBD		
Cash Source - Seed			\$ 4,000,000	\$ 4,000,000	TBD		
Remaining Cash	\$ 502,792	\$ (552,583)	\$ 607,668	\$ 607,668			
Monthly Burn	\$ (376,000)	\$ (397,250)	\$ (600,427)				
Use of Funds	Crawl	Walk	Run				
Onboarding Costs	\$ (100,000)	\$ (200,000)	\$ (300,000)	Acquire customers and data			
Infrastructure Costs	\$ (58,500)	\$ (288,000)	\$ (1,434,667)	Microsoft Azure + Sustainment			
Development Costs - External	\$ (35,000)	\$ (180,000)	\$ (445,000)	SkyThread for Engines			
Development Costs - Internal	\$ (82,500)	\$ (323,750)	\$ (583,750)	US Customer Team			
New Hires - Sales	\$ -	\$ (75,000)	\$ (1,125,000)	Ramp Up new sales FTE			
A/P - FPT Invoices	\$ (32,000)	\$ (64,000)	\$ (200,000)	Enables conversion of the rest			
A/P - Microsoft Azure Invoices	\$ (50,000)	\$ (50,000)	\$ (150,000)	Past Due			
A/P - Corp Card Balances	\$ (50,000)	\$ (50,000)	\$ (100,000)	Past Due			
Funded through Operations	\$ (89,208)	\$ 175,375	\$ 1,498,668				
Cash Required	\$ (497,208)	\$ (1,055,375)	\$ (2,839,749)				
Test	\$ (497,208)	\$ (1,055,375)	\$ (2,839,749)				

HIGHLIGHTS

Launch growth

Secure the infrastructure

Sustain employees

Fundraising | The Deal

Raising

\$1M to 3M USD

Seed Minimums of \$500K

\$7M to \$10M USD

On a Series A Round

Projected Target Return

5x in 3 Years

24x at Maturity

[7-10 years when all 29K commercial aircraft have completed their D Check]

Grow

Customer implementation
Product development
Data acquisition

50%

Accelerate

Sales team expansion
Customer delivery talent

40%

Corporate Governance
10%

Executive Team

Lifetime of experiences in the aerospace industry, strategy, digital, and technology.

AIRBUS
AMERICAN AIRLINES
BOEING
DELTA
DXC TECHNOLOGY
HONEYWELL
IBM
KLM
LUFTHANSA
PWC
RTX [COLLINS]
SOUTHWEST AIRLINES
UNITED AIRLINES
WESTJET
ZODIAC AEROSPACE

VISION



ahead of the curve

STRATEGY



sixth degree

TECHNOLOGY



has seen it all

MARKET



knows how to pitch

CUSTOMER



doesn't sleep much

Thank You

Closing & Call to Action

Next Steps

 Point of Contact

John Rassieur

CEO

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Mobile 507-676-4992

Cumulative Profit and Loss | Retained Earnings

Total Retained Earnings (Deficit)		2021	2022	2023	2024	2025	
Cumulative Revenues		\$ -	\$ 96,345	\$ 905,074	\$ 1,072,389	\$ 6,250,000	
Cumulative Costs		\$ (332,872)	\$ (776,814)	\$ (982,834)	\$ (571,991)	\$ (2,092,000)	
Gross Margins		\$ (332,872)	\$ (680,469)	\$ (77,760)	\$ 500,398	\$ 4,158,000	
SG&A			\$ (230,772)	\$ (223,115)	\$ (200,000)	\$ (3,230,000)	
Interest Expense			\$ (132,200)	\$ (171,495)	\$ (100,000)	\$ -	
Other Expense			\$ (3,511)	\$ (55,145)	\$ -	\$ -	
Development (R&D)	Asset Build		\$ -	\$ -	\$ -	\$ (660,000)	New Build
Restructuring Costs			\$ (2,207,162)	\$ (997,502)	\$ 1,192,294	\$ (566,667)	Recapture
Debt Release	EMEA				\$ 2,331,026		Debt Release
Debt Release	US				\$ 1,653,240		Debt Release
Development					\$ (720,000)		FPT/India
Airbus Costs					\$ (600,000)		Airbus
Onboarding Costs					\$ (250,000)	\$ (600,000)	Onboarding
Retained Earnings / Deficit		\$ (332,872)	\$ (3,254,115)	\$ (1,525,017)	\$ 3,806,959	\$ (898,667)	
Cumulative Retained Earnings			\$ (3,586,986)	\$ (5,112,003)	\$ (1,305,044)	\$ (2,203,711)	
Customer Base		Airbus, Parker, KLM, Safran, SWA, Embraer, EASA					

Our employee retention has been 100% since company founding. Since we are writing off the liabilities to all employees and founders, we need this step to retain individuals for the next three years.

Profit and Loss Forecast | SkyThread for Parts

	2025	%	2026	2027	2028	2029	Capture	Product	Development
	2025	%	2026	2027	2028	2029	%	TAM	%
SkyThread for Parts	\$ 5,250,000	84%	\$ 7,875,000	\$ 11,812,500	\$ 17,718,750	\$ 26,578,125	21%	\$ 125,000,000	95%
SkyThread for Assets							0%	\$ 125,000,000	50%
SkyThread for Planes							0%	\$ 125,000,000	10%
SkyThread for Leases							0%	\$ 125,000,000	0%
SkyThread for People							0%	\$ 30,000,000	0%
PPV Revenues on Parts	\$ 1,000,000	16%	\$ 2,000,000	\$ 4,000,000	\$ 8,000,000	\$ 16,000,000	50%	\$ 32,000,000	25%
Total Revenues	\$ 6,250,000		\$ 9,875,000	\$ 15,812,500	\$ 25,718,750	\$ 42,578,125	8%	\$ 562,000,000	
Cost of Sales - Azure	\$ (192,000)		\$ (945,000)	\$ (1,417,500)	\$ (2,126,250)	\$ (3,189,375)			
Cost of Sales - PPV	\$ (600,000)		\$ (1,320,000)	\$ (2,640,000)	\$ (5,280,000)	\$ (10,560,000)			
Cost of Sales - Fixed	\$ (1,300,000)		\$ (1,300,000)	\$ (1,430,000)	\$ (1,573,000)	\$ (1,730,300)			
Gross Margin	\$ 4,158,000	67%	\$ 6,310,000	\$ 10,325,000	\$ 16,739,500	\$ 27,098,450	64%		
SG&A - Existing Team	\$ (930,000)		\$ (1,041,600)	\$ (1,166,592)	\$ (1,306,583)	\$ (1,463,373)	-3%		
SG&A - New Sales Team	\$ (2,300,000)		\$ (3,634,000)	\$ (5,819,000)	\$ (9,464,500)	\$ (15,668,750)	-37%		
Operating Income	\$ 928,000	18%	\$ 1,634,400	\$ 3,339,408	\$ 5,968,417	\$ 9,966,327	23%		
Restructuring / Retention	\$ (566,667)		\$ (566,667)	\$ (566,667)	\$ -	\$ -			
Onboarding new Accounts	\$ (600,000)		\$ (525,000)	\$ (787,500)	\$ (1,181,250)	\$ (1,771,875)	-4%		
R&D - Development	\$ (660,000)		\$ (858,000)	\$ (1,115,400)	\$ (1,450,020)	\$ (1,885,026)	-4%		
Pretax Income (after tax los CFWD)	\$ (898,667)	-17%	\$ (315,267)	\$ 869,841	\$ 3,337,147	\$ 6,309,426	15%		
Income Tax		20%				\$ (1,261,885)			
Net Income (Loss)	\$ (898,667)		\$ (315,267)	\$ 869,841	\$ 3,337,147	\$ 5,047,541			

Balance Sheet | After Restructuring

Restructured Cap Table and Balance Sheets						After
		Reclass	Remains	Convert at	Restructured	Seed
30-Jun-24	Consolidated	to SAS	at Corporate	Corporate	SkyThread	Round
Assets						
Cash						\$ 1,898,667
SkyThread Parts & Assets	\$ 4,800,571	None	\$ 4,800,571	\$ 1,192,294	\$ 5,992,866	\$ 5,992,866
Comments	\$ -	Retain IP		Accum Dep		
Total Assets						\$ 7,891,532
Liabilities						
SAS Employee Debt	\$ 1,409,281	\$ (1,409,281)	\$ -		\$ -	
SAS Founders Debt	\$ 921,745	\$ (921,745)	\$ -		\$ -	
SAS Trade Payables	\$ 146,858	\$ (146,858)	\$ -		\$ -	
AMER Employee Debt	\$ 737,575		\$ 737,575	\$ (737,575)	\$ -	
AMER Founders Debt	\$ 915,665		\$ 915,665	\$ (915,665)	\$ -	
CORP Trade Payables	\$ 1,174,498		\$ 1,174,498		\$ 1,174,498	\$ 1,174,498
Convertible - KLM	\$ 1,232,676		\$ 1,232,676	\$ (1,232,676)	\$ -	
Convertible - FPT	\$ 1,856,066		\$ 1,856,066	\$ (1,856,066)	\$ -	
Convertible - Mantra	\$ 150,000		\$ 150,000	\$ (150,000)	\$ -	
Convertible - Other	\$ 100,000		\$ 100,000	\$ (100,000)	\$ -	
Total Liabilities	\$ 8,644,364	\$ (2,477,884)	\$ 6,166,480	\$ (4,991,982)	\$ 1,174,498	\$ 1,174,498
Net Assets					\$ 4,818,368	\$ 6,717,034

Cap Table | After Restructuring

	Equity (shares not dollars)						
Summary Table	Consolidated	US	France	Restructuring	Shares	Distribution	Dollars
Founders Shares	5,550,000	3,750,000	1,800,000	(1,800,000)	3,750,000	32%	\$ 10
Employee Shares	541,860	112,500	429,360	(429,360)	112,500	1%	\$ 112,500
Friends, Family, Advisors	1,018,920	679,300	339,620		1,018,920	9%	\$ 1,018,920
	7,110,780	4,541,800	2,568,980		4,881,420		
Options	2,133,780	1,508,560	625,220				
	9,244,560	6,050,360	3,194,200				
FPT	\$1.00 rate	SAS may take some of this		1,856,066	1,856,066	16%	\$ 1,856,066
KLM Engineering	\$1.00 rate	KLM has not earned this		1,232,676	1,232,676	10%	\$ 1,232,676
Mantra	\$1.00 rate			150,000	150,000	1%	\$ 150,000
Other Convertibles	\$1.00 rate			100,000	100,000	1%	\$ 100,000
US Founders / Employees	\$1.00 rate			1,653,240	1,653,240	14%	\$ 1,653,240
					4,991,982		
Seed Round Funding	\$1.00 rate				1,898,667	16%	\$ 1,898,667
					11,772,069	100%	\$ 8,022,079

Crawl, Walk, Run

		Incremental	Incremental	Conservative		After Full Funding	
	Crawl	Walk	Run	Full Year 2025		Full Year 2025	
2025 Summary	1mo Operations	Months 2-3-4	Months 5-12	12 Months		12 Months	
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Monthly Burn	\$ (376,000)	\$ (397,250)	\$ (600,427)				
Use of Funds	Crawl	Walk	Run				
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Test	\$ (497,208)	\$ (1,055,375)	\$ (2,839,749)				

Full Year at Full Run Rate

SkyThread Business Plan					Embraer	Parker	SWA	Global Parts	GE	KLM	Airlines
U.S. Operations					E-MRO	Honeywell	UA,DL,AA	ILS	RR	AF	MRO's
					E-Parts	Eaton	Hawaiian	B2B / AX	P&W	AAP	Lufthansa
		Full Year 2025			E-Airlines	Safran	Air Canada	Distributors	Japan	SAS	Aviatar
Onboarding Rev >>>		\$ 1,500,000	Corporate	AMERICAS				GLOBAL			
SaaS Revenue >>>		\$ 6,250,000						Website	GLOBAL	GLOBAL	Exsyn
	Services >>>	\$ -	Build		Embraer	Tier 1	Airlines	PPV	Engines	Nordics	Greenfield
Total Revenue		\$ 7,750,000			\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$750,000	\$750,000	\$750,000
Customer Revenue Ramp Up (ARR)		\$ 6,250,000			\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$750,000	\$750,000	\$750,000
Total COS		\$ 2,092,000	\$ 720,000		\$ 158,667	\$ 158,667	\$ 158,667	\$ 600,000	\$ 98,667	\$ 98,667	\$ 98,667
John Rassieur, CEO	SG&A	\$ 150,000							\$ 50,000	\$ 50,000	\$ 50,000
Jean-Marc - Groom for Americas	SG&A	\$ 180,000			\$ 60,000	\$ 60,000	\$ 60,000				
Mark - IDCA / Engines	SG&A	\$ 150,000							\$ 150,000		
Ginger - AI / Engines	SG&A	\$ 150,000							\$ 150,000		
Chuck - Strategy / BusDev / Treasury	SG&A	\$ 150,000			\$ 50,000	\$ 50,000	\$ 50,000				
Accounting	SG&A	\$ 150,000	\$ 150,000								
Travel	SG&A	\$ 600,000			\$ 100,000	\$ 100,000	\$ 100,000		\$ 100,000	\$ 100,000	\$ 100,000
New Sales - Mike	SG&A	\$ 150,000			\$ 150,000						
New Sales - Gary	SG&A	\$ 150,000				\$ 150,000					
New Sales - Carlene	SG&A	\$ 150,000					\$ 150,000				
New Sales - Valeria	SG&A	\$ 150,000								\$ 150,000	
New Sales - Lauren	SG&A	\$ 150,000									\$ 150,000
Commissions	SG&A	\$ 650,000	\$ 200,000		\$ 100,000	\$ 100,000	\$ 100,000	\$ -	\$ -	\$ 75,000	\$ 75,000
SG&A (Legal, Insurance, Banking)		\$ 300,000	\$ 300,000								
Total SG&A		\$ 3,230,000	\$ 650,000		\$ 460,000	\$ 460,000	\$ 460,000	\$ -	\$ 450,000	\$ 375,000	\$ 375,000
Operating Income		\$ 928,000	\$ (120,000)		\$ 181,333	\$ 181,333	\$ 181,333	\$ 200,000	\$ 51,333	\$ 126,333	\$ 126,333
Restructuring / Retention		\$ 566,667			\$ 94,444	\$ 94,444	\$ 94,444	\$ 94,444	\$ 94,444	\$ 94,444	\$ -
Operational Cash Flow		\$ (898,667)	\$ (1,380,000)		\$ 86,889	\$ 86,889	\$ 86,889	\$ 105,556	\$ (43,111)	\$ 31,889	\$ 126,333