

FIELD AEROSPACE

MAKING ORDINARY AIRCRAFT EXTRAORDINARY

A unique opportunity to
acquire a leading
aerospace engineering
and modification business

June 2026

SALE AND INVESTMENT SOLICITATION PROCESS

The Proposal Trustee is seeking a superior offer to the Stalking Horse Bid.

On June 5, 2026, Field Aviation Canada Inc. (“**Field Aviation**”) and Field Aviation East Ltd. (“**Field East**” and together with Field Aviation, the “**Field Entities**”) each filed a notice of intention to make a proposal (the “**NOI Proceedings**”) pursuant to section 50.4 of the *Bankruptcy and Insolvency Act*, R.S.C 1985, c. B-3, as amended (the “**BIA**”). AlixPartners Restructuring, Inc.¹ was appointed proposal trustee in the NOI Proceedings (in such capacity, the “**Proposal Trustee**”).

On June 12, 2026, the Ontario Superior Court of Justice (Commercial List) (the “**Court**”) granted an order (the “**SISP Order**”) that, among other things: (a) authorized the Proposal Trustee, in consultation with the Field Entities and the CRO, to implement a sale and investment solicitation process (the “**SISP**”); and (b) approved the Field Entities to enter into a stalking horse agreement of purchase and sale with De Havilland Aircraft of Canada Limited and PAL Aerospace Ltd. as purchasers (collectively, the “**Stalking Horse Bidders**”) dated June 5, 2026 (the “**Stalking Horse Agreement**”) for the sole purpose of acting as a stalking horse bid in the SISP. In the event of any inconsistency between the terms outlined herein and those contained in the SISP or the SISP Order, the SISP and SISP Order shall govern.

SISP

The SISP is summarized in the Proposal Trustee’s First Report to Court dated June 10, 2026. A Copy of the SISP is available here: [SISP](#)

Interested parties are strongly encouraged to thoroughly review the SISP in its entirety, including the requirements for participating in the SISP, and the criteria that must be satisfied to be a “Qualified Bid”. Bidders must submit an offer to the Proposal Trustee, in accordance with, and subject to the terms of, the SISP.

Additional information regarding the Field Entities is available in the Field Entities virtual data room upon execution of a non-disclosure agreement.

¹ Effective June 1, 2026, KSV Advisory Inc., the parent company of KSV Restructuring Inc., was acquired by an affiliate of AlixPartners Restructuring, Inc. and KSV Restructuring Inc. mandates are being performed by AlixPartners Restructuring, Inc. going forward.

Qualified Bid Criteria and Key Deadlines

The Proposal Trustee is seeking a superior offer to the Stalking Horse Agreement. As set out in the SISP, to be a Qualified Bid, an offer must, among other criteria: (i) provide for cash consideration, payable on closing, of at least \$9,712,624, being equal to the aggregate consideration under the Stalking Horse Agreement plus the Break Fee and Expense Reimbursement (each as defined in the SISP) plus a minimum overbid of \$300,000; (ii) be accompanied by a non-refundable good faith cash deposit of no less than 10% of the total purchase price or investment contemplated under the Bid; (iii) not be subject to unperformed due diligence, internal approvals or obtaining financing; (iv) fully disclose the identity of each entity entering into, sponsoring, participating in or benefiting from the transaction, including all direct and indirect equity holders, lenders and any entity receiving a benefit in connection with the Bid; and (v) close on or before the Outside Date of July 31, 2026 in a manner that complies with all requirements of the SISP. Qualified Bids must be submitted to the Proposal Trustee on or before the Bid Deadline, as set out below.

The complete criteria to satisfy a “Qualified Bid” is available in the [SISP](#). A summary of the key dates in the SISP is as follows:

Milestone	Key Dates
Deadline to submit Bids	July 13, 2026 (5:00 p.m. EST)
Auction (if required)	July 15, 2026
Selection of Successful Bid	July 16, 2026, or in the case of no Auction July 14, 2026
Court Approval of Successful Bid	As soon as practicable and subject to Court availability, but no later than July 24, 2026
Outside Date	July 31, 2026

The Field Entities and the Proposal Trustee will facilitate due diligence during the SISP. If no Qualified Bid (other than the Stalking Horse Transaction) has been received by the Proposal Trustee on or before the Bid Deadline, then the SISP shall terminate and the Stalking Horse Transaction shall be the Successful Bid. Offers are being sought on an “as-is, where-is” basis.

Any transaction is subject to Court approval.

Acquisition Opportunity

BUSINESS DESCRIPTION & SITUATION OVERVIEW

Field Aviation was founded in 1947 in Mississauga, Canada with a focus of providing maintenance to aircraft operators involved in aerial survey operations.

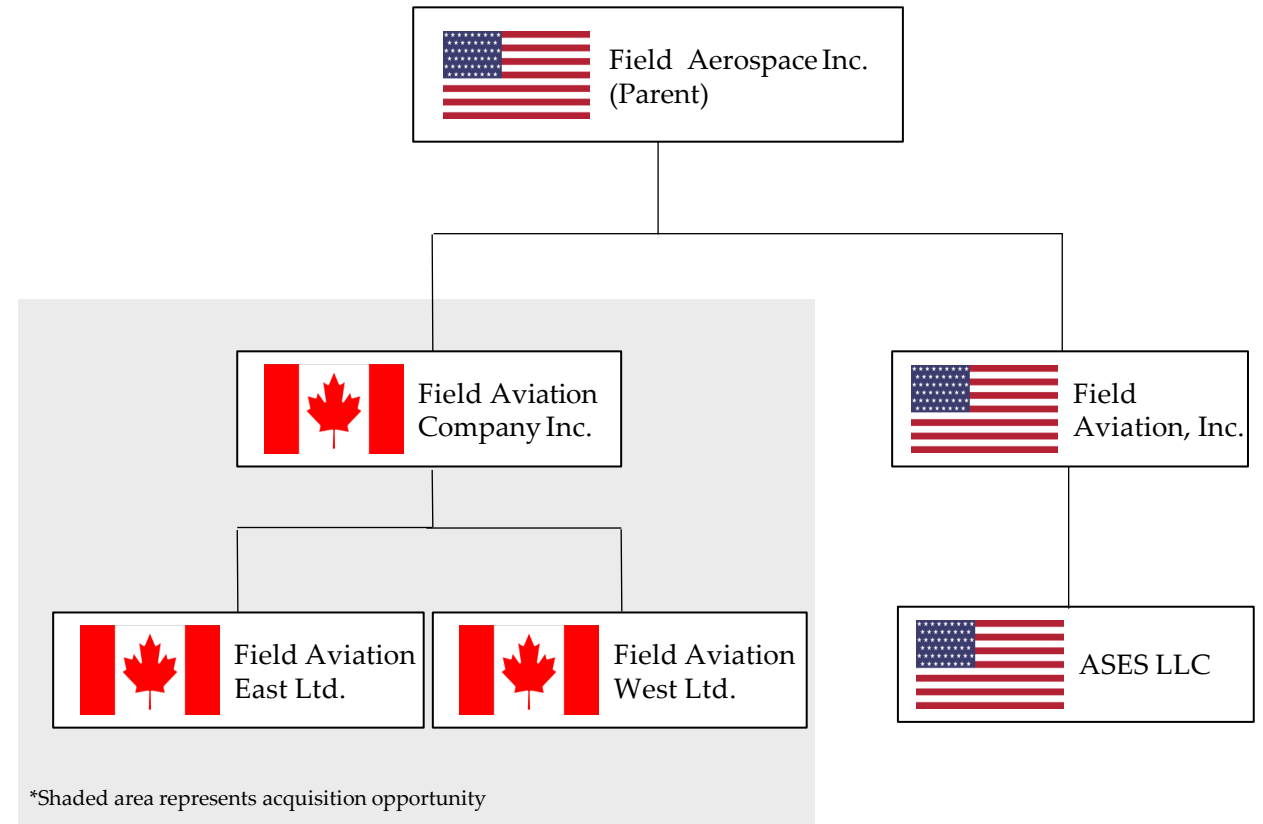
Since the late 1990's, Field Aviation has become the global leader in the delivery of special mission Dash 8 aircraft and has delivered a total of 43 Dash 8 aircraft to customers around the world.

In 2004, Field Aviation delivered its first Bombardier Challenger business jet; business jets have become vital for global governments seeking faster aircraft with greater range. Since that time, Field Aviation has delivered an additional 10 Special Mission Challenger business jets.

Field Aviation is a wholly owned subsidiary of Field Aerospace, Inc. Field Aviation provides heavy aircraft modifications and upgrades, program management, aircraft maintenance, special-mission aircraft services, certification and installation services, and training to commercial and governmental customers globally.

Field Aviation and its subsidiary, Field East, each filed notices of intention to make a proposal under the BIA on June 5, 2026. As part of the NOI Proceedings, the Field Entities have entered into the Stalking Horse Agreement with the Stalking Horse Bidders for the purchase of assets relating to DHC aircraft including Dash 8.

CORPORATE STRUCTURE

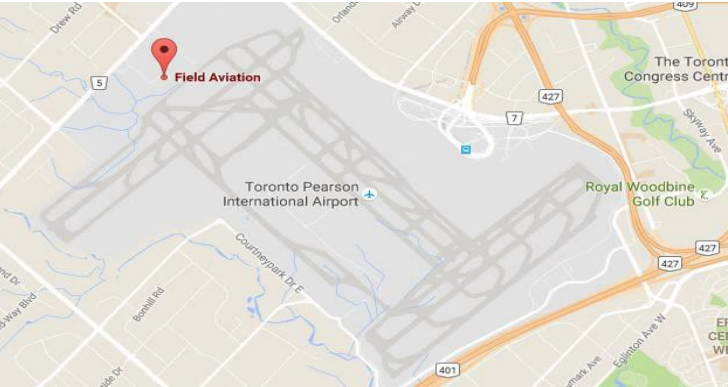


CANADIAN FACILITY & PERSONNEL OVERVIEW

- Facility located within Pearson International Airport (YYZ)
- Consists of 25 unionized and 15 non-unionized employees
- 20,000 square foot of hangar space and 32,000 square foot of manufacturing, avionics service, and office space
- Monthly payment of CAD\$285,303 per month (not including HST). Field Aviation is a month-to-month tenant.

As of 5/7/2026

Business Unit	Active	Temporary Layoff
Production	29	51
Engineering	4	22
Management & Admin	7	4
Sales	-	5
	40	82



MANAGEMENT

Jason Bonfield – President, Field Aviation Company Inc

Mr. Bonfield is a strategic aerospace leader and tactical engineer. He is commercially astute with proven international leadership and gravitas developed over 30 years within dynamic civil and military aviation operations across the globe. A confirmed record of success in all aspects of Engineering, Maintenance, Organizational Leadership, Operations, Safety, Quality, R&D, R&M, Program Management, P&L, Manufacturing, and the management of large diverse teams (unionized and non-unionized), focused on the delivery of critical services and client needs, often in challenging and adverse situations.

Jito Naraine – Vice President Operations

Mr. Naraine has a total of nearly 30 years in Aviation. After graduating with an Avionics Maintenance Specialist Certificate and a TC Aircraft Maintenance Engineer License, he began his career in aviation with NavAir Limited as an Avionics Technician in 1990, remaining there for four years. Then he joined Bombardier Aerospace (DHC) in 1994 for one year, also as Avionics Technician. Mr. Naraine came to Field Aviation in 1995, where he worked as an avionics installer for four years. Then he received a promotion to production coordinator (serving for five years). Next, he was promoted to production manager for a two-year period before his promotion to the director of production. In 2019, Mr. Naraine became Vice President, Operational Process Improvement to help oversee process improvement initiatives for all of Field Aerospace, Inc.'s divisions. In 2023 Jito became VP Operations of the Toronto site.

Mike Hales – Chief of Engineering

Mr. Hales has been with Field Aviation for more than 21 years, Mr. Hales started at Field Aviation following completion of his Bachelor of Engineering (Aerospace) from Ryerson University. As the current director of engineering, Mr. Hales oversees the staff of structural designers, avionics designers, stress analysts, and airworthiness specialists. Before becoming director of engineering, Mr. Hales held the following titles at Field Aviation: manager of structural and mechanical design; senior supervisor, structural and mechanical design; supervisor, structural and mechanical design; lead structural engineer, structural and mechanical design; structural engineer; and structural designer. In 2016, Mr. Hales was promoted to vice president of the newly formed Engineering Services Group, which consolidated engineering resources from all of Field Aerospace, Inc.'s divisions into one group.

1) Aircraft Modification.

Field Aviation is a world modification leader for the Challenger family of business jets as well as the Dash 8.

a) Interior Reconfigurations/Completions.

- Field Aviation has a long history of converting regional jet and turboprop aircraft into mixed class corporate shuttle or cargo configurations for aircraft OEMs, corporate, and government clients.
- Field Aviation has provided permanent and quick-change VIP interior solutions for a range of aircraft including the CRJ and DHC-8.
- Examples: VIP/Business Class Interior, Mixed Class Interior, Conference Tables, Side-Ledge with Fold Out Table, Cabin Class Dividers, In-Flight Entertainment.

b) Modification Kit Production.

- Field Aviation provides a wide variety of modification kits ranging from cockpit upgrades, cabin class dividers to long range fuel systems.
- Kits are manufactured, packaged, and delivered to customers around the world for remote installation by the customer.
- Examples: SLAR & Maritime Radar, Air Operable Door & Life Raft Deployment, EO / IR Camera.

2) Avionics Sales & Service.

- Provider of a diverse set of avionics sales, installation, integration, repair, and overhaul capabilities.
- Possesses capabilities to maintain, repair, and overhaul over 900 avionics components from ~40 unique manufacturers.
- Typical customers include commercial and military aircraft operators and is also an authorized distributor of new avionics equipment.
- Complements the aircraft modification business, which typically require avionics support solutions.



Bombardier CRJ regional jet undergoing maintenance in YYZ hangar

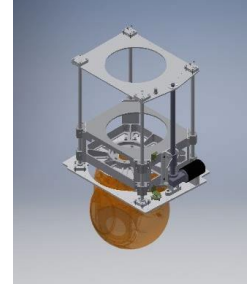
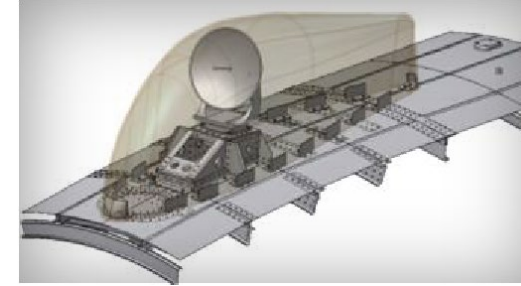
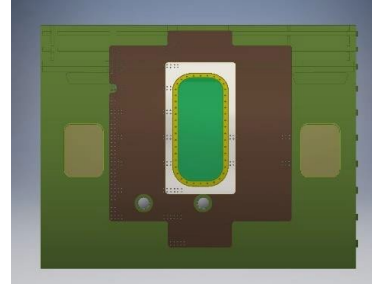


Bombardier Dash 8 being modified for coast guard surveillance

The capabilities below were provided by Field Aviation prior to temporary lay-offs conducted earlier in 2026.

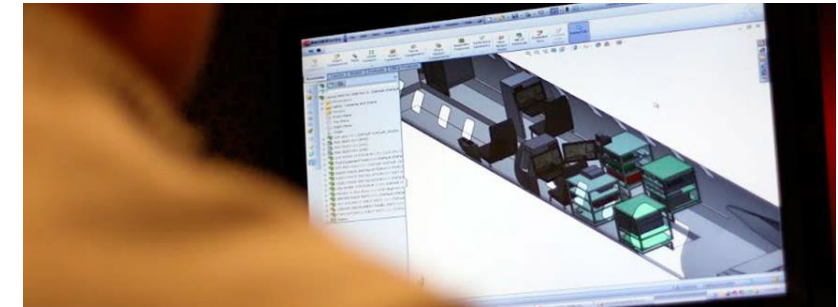
1. Engineering Staffing Capabilities.

- Expert structural, avionics, and systems engineers that design, analyze, test, and certify a diverse subset of aircraft
- Areas of delegation include: Structures, Avionics, Fuel, Electrical Systems and Equipment, Flight Test Engineers, and Flight Test Pilots



2. Design & Analysis Expertise.

- Requirements & Solutions Analysis
- Production Drawings
- CAD & Parametric Modeling
- Multiple Analysis Techniques, including: Loads, Stress, Fatigue, CFD, Damage Tolerance, Antenna Conflict



3. Ground & Flight Test Proficiency.

- Aerodynamics, Avionics, Antenna Performance, Radio Frequency Hazard, Sensor Performance, Airframe Performance, Interior Configuration Compliance, Test Instrumentation & Data Acquisition



APPROVALS & CERTIFICATIONS



Approved Maintenance Organization(AMO)

- Transport Canada AMO No. 13-74 (Toronto)
- Part Mfg Approvals, Applicable to Toronto

Design Approval Organization

- Transport Canada DAO No. 96-O-01 (Toronto)

EASA/JAR 145

- EASA/JAA AMO Approval 145.7029 (Toronto)

ISO 9001:2008 + AS9100C

- No. 0080636 (Toronto)

Controlled Goods Program (Certificate No. 10240)

CUSTOMERS & OPPORTUNITIES FOR EXPANSION

Customer List

- Includes federal governments, public sector contractors, and major airlines.

Organic Growth Opportunities

1. Enhanced Canadian facility with improved layout
2. Challenger Aircraft as a product
3. Increased focus on international opportunities
4. Concentration on aircraft fleet opportunities within maritime patrol
5. Partnerships with OEM's looking to outsource development, production, design, and manufacturing responsibility

Inorganic Growth Opportunities

- Numerous accretive modification add-on acquisition opportunities exist

UNIQUE POSITION HISTORICALLY WITHIN THE MARKETPLACE

1. Field Aviation assists customers in the development of mission requirements and can assist in sourcing aircraft for special mission needs.
2. Field Aviation's modification operation is strategically and conveniently located to key/marquee customers in United States and Canada.
3. World aircraft fleets in the key operating mission areas of surveillance, interdiction, airborne command and control, transport and firefighting are managed with aging fleets which need modification or upgrade.



ASSETS AVAILABLE FOR SALE

SUMMARIZED ASSETS AVAILABLE FOR SALE

Supplemental Type Certificates (“STCs”)

- Over 300 STCs issued on a wide variety of aircraft and aircraft systems including Dash 8 100 / 200 / 300 & Q400, CRJ, Challenger, Dash 7, Twin Otter, L-1011, EMB120, Gulfstream GII & GV, BAE-146s, Fokker 27, CASA 212, CL-215/415, B1900, SAAB 340,- Bell & Airbus Rotorcraft.

Inventory

As of 5/31/2026

Category	Cost - \$USD
Raw Materials	\$ 1,437,690
Finished Goods	184,875
	<u>\$ 1,622,565</u>

Avionics

As of 5/31/2026

Category	Book Value - \$USD
Avionics Loaner Stock	\$ 247,131
Avionics Equipment	51,362
	<u>\$ 298,493</u>

Fixed Assets

As of 5/31/2026

Category	Cost - \$USD
Machinery & Equipment*	\$ 1,346,329
Computer Equipment	302,610
Furniture & Fixtures	200,311
Leasehold Improvements	70,118
	<u>\$ 1,919,368</u>

*Includes Data Acquisition System \$846,088

Other Intellectual Property

- Proprietary technical documentation to support ground testing, flight testing, and certification of aircraft modification
- Business systems tailored to the aerospace market and to modification program execution
- Design approvals received from DAO (Design Approval Organization)

SUPPLEMENTAL TYPE CERTIFICATES

Make	# STCs
De Havilland	310
Bombardier	27
All Others	9
	346

Transport Canada (TC) Design Approval Organization (“DAO”) and European Aviation Safety Agency (“EASA”) can approve most of FACi’s STCs in-house (Canada)

Our delegation covers:

- Part 23 Normal, Utility, Acrobatic, and Commuter Category Airplanes
- Part 25 Transport Category Airplanes
- Part 27 Normal Category Rotorcraft
- Part 29 Transport Category Rotorcraft
- Existing relationships with EASA and many more authorities



Transports
Canada

Transport
Canada

FLIGHT TEST DATA ACQUISITION SYSTEM – DESCRIPTION & CAPABILITIES

- The digital data acquisition system (“DAS”) consists of a National Instruments (NI) based hardware and software solution. The latest PXI Express (PXIe) standard chassis, computer/controller, input modules with associated terminal blocks, display monitors, keyboard and a power distribution unit is integrated in a 19” standard equipment rack for use as a workstation.
- The DAS operates in a Windows environment NI LabVIEW based software application with a custom graphical interface. The application will initialize the hardware and sensors, read all parameters from the various channel types configured, display critical parameters in real time and perform data logging to record all raw parameters to a file for post processing analysis.

Basic System Capabilities:

- ARINC-429, ASCB-B and ARINC 717 Databus monitoring
- Precision air data (ship, nose boom, trailing cone)
- Accelerometers
- Aircraft positioning in space (GNSS+INS)
- Flight control positions and control forces
- Engine parameters
- Temperature, pressure, strain measurements
- Gross weight, fuel quantity, C.G. tracking
- HD video
- Display data in real time for maneuver quality and acceptability

Instrumentation Capabilities:

Modular PXI system provides support for acquisition of multiple signal types using:

- Chassis
 - 18 Slot PXI Express (1 Controller, 11 PXIe, 5 Hybrid, 1 Timing)
 - Performance: 24 GB/s System Bandwidth with 8 GB/s per-slot dedicated bandwidth
- Controller
 - 3.9 GHz Xenon, 8 Core, Windows 10 64-bit, 24 GB/s Bandwidth, 2TD SSD, 64GB RAM
- Modules
 - Analog (64- Channels, 32-Channels Up to 2 MS/s ± 15 V and 32-Channel 5 kS/s 42 V)
 - Digital (48-Channels, 24 Sink/Source Inputs and 24 Sink/Source Outputs)
 - Serial (8-Channels RS485 and 16-Channels RS232)
 - Strain (72-Channels)
 - Thermocouples (64-Channels)
 - Accelerometers (64-Channels)
 - Avionics Bus (ASCB Version A/B/C, 16RX ARINC 429, ARINC 717)



LabVIEW based software application is the primary interface of the DAS workstation for use by a Flight Test Engineer onboard the aircraft. The application will initialize the hardware and sensors, read all parameters from the various channel types configured, display critical parameters in real time and perform data logging to record all raw parameters to a file for post processing analysis.

The software performs the following functions:

- Acquire analog and digital data
- Decode digital data
- Apply polynomial calibration equations
- Calculate derived parameters
- Apply digital filtering
- Limit checking
- Plot time history data
- Graphically display numerical data
- Warnings, Cautions and Alerts

The software includes functionality needed for:

- Support hardware devices and configuration of devices specified in the Equipment List
- Support Honeywell ASCB, ARINC 429 and ARINC 717 inputs
- High rate logging up to 5KHz
- Digital filtering data processing of high-rate lossless data stream
- HD camera support for video extraction
- Data processing using TDMS
- UI Backbone, numerical display, strip charts, W&B chart, FFT, Engine display
- FTE display for loads and accelerometer monitoring
- Cockpit repeaters with custom windows
- Runway deviation from GPS data for takeoff performance
- Decoding time and date parameters from ARINC and GPS
- Timed loop for software polled reads
- Hardware clocked acquisition



ASSETS INCLUDED IN STALKING HORSE BID

Inventory

<i>As of 5/31/2026</i>	Cost - \$USD		
Category	DHC	PAL	
Raw Materials	\$ -	\$ 270,145	
Finished Goods	-	22,475	
	\$ -	\$ 292,620	

Avionics

<i>As of 5/31/2026</i>	Book Value - \$USD		
Category	DHC	PAL	
Avionics Loaner Stock	\$ -	\$ -	
Avionics Equipment	-	-	
	\$ -	\$ -	

Fixed Assets

<i>As of 5/31/2026</i>	Cost - \$USD		
Category	DHC	PAL	
Machinery & Equipment	\$ 287,779	\$ -	
Computer Equipment	-	-	
Furniture & Fixtures	-	-	
Leasehold Improvements	-	-	
	\$ 287,779	\$ -	

Supplemental Type Certificates ("STC's")

	# STCs	
Make	DHC	PAL
De Havilland	84	43
All Others	-	-
	84	43

ASSETS EXCLUDED FROM STALKING HORSE BID

Inventory

As of 5/31/2026

Category	Cost - \$USD
Raw Materials	\$ 1,167,545
Finished Goods	162,400
	<u>\$ 1,329,945</u>

Avionics

As of 5/31/2026

Category	Cost - \$USD
Avionics Loaner Stock	\$ 649,025
Avionics Equipment	51,362
	<u>\$ 700,387</u>

Fixed Assets

As of 5/31/2026

Category	Cost - \$USD
Machinery & Equipment*	\$ 1,058,550
Computer Equipment	302,610
Furniture & Fixtures	200,311
Leasehold Improvements	70,118
	<u>\$ 1,631,590</u>

*Includes Data Acquisition System \$846,088

Supplemental Type Certificates ("STC's")

Make	# STCs
De Havilland	183
Bombardier	27
All Others	<u>9</u>
	219

CASE STUDY – DASH 8 100/200/300 and Q400



- Dual FMSs
- Multiple V/UHF COMMs
- Pressurized Launch Tube
- Audio Management System
- ADS System
- Long Range Fuel
- Multi-User Integrated MMS
- VIP Interior Reconfiguration
- Mission Power
- Operator Consoles
- Tactical Direction Finder
- Medical Stretcher Provisions

CASE STUDY – INTERIOR RECONFIGURATION



VIP / Business Class Interior



Mixed Class Interior



Conference Tables



Side-Ledge with Fold Out Table



Cabin Class Dividers



In-Flight Entertainment

Other Interior Examples

- Galley Modifications (incl. power)
- Custom Cabinetry & Inserts
- China, Crystal & Flatware Storage
- Bulkheads & Cabin Dividers
- New & Laminated Side Wall Panels
- New Lavatories & Lavatory Mods
- Cabin IFE Equipment & Stowage
- Cabin Accessories

CASE STUDY – CHALLENGER SERIES



- SATCOM
- Observation Windows
- Retractable EO/IR Camera
- Belly Mounted Search Radar
- Sonobuoy Launch Tubes
- COMINT & ELINT Antenna
- Upper & Lower Radomes
- Operator Mission Consoles
- Air Operable Door
- Wing Mounted Shapes
- Direction Finding System
- Exterior Handling Strakes

CASE STUDY – SPECIAL MISSION EQUIPMENT



SLAR & Maritime Radar



Air Operable Door & Life Raft Deployment



EO / IR Camera



Field Aviation also provides solutions for medevac, paradrop, troop deployment and other operations.

Disclaimer

*The preliminary information provided herein (the “**Information**”) has been prepared to assist interested parties in their evaluation of the Field Entities, is subject to change and does not purport to be complete or to contain all of the information necessary to adequately evaluate the Field Entities or their business or Property or the consequences of any potential transaction. This teaser (the “**Teaser**”) has been prepared based on discussions and/or information provided by the Field Entities’ management team and Riveron Consulting LLC, the Field Entities’ Chief Restructuring Officer (the “**CRO**”).*

This Teaser is not, and is not intended to be, an offer to sell, or a solicitation of an offer to purchase, any security. Under no circumstances should the Information contained in this Teaser be used or considered as an offer to sell, or solicitation of an offer to buy any security.

*None of the Field Entities, CRO or the Proposal Trustee has audited, reviewed or otherwise attempted to verify the accuracy or completeness of the Information in a manner that would comply with Canadian Auditing Standards (“**CAS**”) pursuant to the Chartered Professional Accountants of Canada Handbook and, accordingly, the Field Entities, CRO and the Proposal Trustee express no opinion or other form of assurance as contemplated under the CAS in respect of the Information. Any party wishing to place reliance on the Information should perform its own diligence.*

No Representation

*The Field Entities, the CRO, the Proposal Trustee and each of their respective directors, officers, advisors, contractors or employees make no representation or warranty (express or implied) with respect to this Teaser or the accuracy or completeness of the Information contained in this Teaser, the virtual data room (the “**VDR**”) or any other written or oral communications transmitted to the recipient in the course of its evaluation of the Field Entities or their business or Property, or its suitability for any particular purpose. None of the Proposal Trustee, the CRO, the Field Entities or their respective directors, officers, advisors, contractors or employees accept any responsibility or liability (express or implied) whatsoever for any loss arising, directly or indirectly, from the use of or reliance on, this Teaser, the Information contained in this Teaser, the VDR or any other written or oral communications with or information provided to the recipient in the course of its evaluation of the Field Entities or their business or Property.*

Neither the Field Entities nor the Proposal Trustee nor the CRO offer any opinion or make any recommendation regarding the acquisition of the Field Entities, or their business or Property. Interested parties shall exercise independent judgment in, and have sole responsibility for, determining whether an acquisition of the Field Entities or their business or Property is suitable for them, and none of the Field Entities, the CRO, the Proposal Trustee or their respective directors, officers, advisors, contractors or employees will have any responsibility in this regard. The Field Entities, the CRO and the Proposal Trustee assume no obligation to correct, update or revise the Information and/or this Teaser.

Other Agreements

By accepting this Teaser, the recipient acknowledges and agrees that: (1) all Information made available in connection with a further investigation of the Field Entities or their business or Property is confidential and will be treated in a confidential manner and that the recipient will not, directly or indirectly, disclose or permit its agents or affiliates to disclose the Information, all in accordance with the terms of a non-disclosure agreement, to be executed in order to access the VDR and further information in connection with the Opportunity; (2) no officer, director, agent, employee, affiliate, creditor, shareholder, customer, supplier or lender of the Field Entities, is to be contacted directly or indirectly under any circumstances concerning the Field Entities' business or Property, the Information or any transaction whatsoever without the prior written consent of the Proposal Trustee; (3) the Field Entities, the Proposal Trustee and each of their respective directors, officers, advisors, contractors or employees make no representation or warranty as to the accuracy or completeness of the Information or its suitability for any particular purpose and shall not have any liability for any representation (express or implied) contained in, or for any omissions from, this Teaser, the VDR or any other written or oral communications transmitted to the recipient in the course of its evaluation of the Field Entities; and (4) if the recipient does not wish to pursue this matter or upon the Proposal Trustee's request, the recipient will destroy any confidential materials relating to the Field Entities which the recipient may have received from the Field Entities or the Proposal Trustee.

Any transaction resulting from the SISP will be on an "as is, where is" basis and is subject to approval of the Court.

UNLESS OTHERWISE NOTED, ALL CURRENCY REFERENCES ARE IN UNITED STATES DOLLARS

Forward-Looking Statements

Certain information contained in this Teaser, such as financial analysis, estimates, projections and forecasts constitute "forward-looking statements" or "forward-looking information", which can be identified by the use of forward-looking terminology such as "forecast", "may", "will", "should", "expect", "anticipate", "target", "project", "estimate", "intend", "continue" or "believe" or the negatives thereof or other variations thereon or comparable terminology and which involve risk and uncertainty, such as business, economic and regulatory changes that could cause actual results to differ materially from such estimates, projections and forecasts. Any forward-looking information or forward looking statements contained herein are based upon certain assumptions about future events or conditions and are intended only to illustrate hypothetical results under those assumptions (not all of which will be specified herein). Not all relevant events or conditions may have been considered in developing such assumptions. The success or achievement of various results and objectives is dependent upon a multitude of factors, many of which are beyond the control of the Field Entities. No representations are made as to the accuracy of such estimates or projections or that such projections will be realized. Actual events or conditions are unlikely to be consistent with, and may differ materially from, those assumed. Due to various risks and uncertainties, actual events or results may differ materially from those reflected or contemplated in such forward looking statements or forward looking information.

Contact Information

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