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**From:** Lvjet [REDACTED]  
**Sent:** Wednesday, October 9, 2013 10:13 PM  
**To:** jeevacation@gmail.com  
**Subject:** B727

Jeffrey, how does this email to the Sultan look? can you insert corrections=please? I will send after you approve.  
thx, Larry

Dear Sultan,

in response to operational cost, Pleas see my comments in BLUE ink to =our original email.

I have compiled actual cost to address these numbers that were =resented to you,. many of these numbers are inflated. I have attached the&=nbsp;actual cost of the #2 engine corrosion inspection for your review= Price for #2 engine was \$237,000.00 and will not be due until 2021 now, i=s a 8 year inspection on this engine.

Engines #1 and #3 are due every 9 years, and come due 2014, next year.=I have included a verbal quote received today from Atlantic Gas Turbines i= Miami, price for #1 and #3 engines is \$118,500 per engine, howe=er that does not include possible repair of LLP turbine disc that may requ=re additional replacement, "IF" needed price per engine is bugged at =225k to MAX of \$300k for each engine total, see email below: NOT the=\$1M per engine your email states below:

Engines #1 and #3 are verbally quoted in this email from today:

From: [REDACTED]  
Date: October 9, 2013, 5:30:50 PM EDT  
To: [REDACTED]  
Subject: 219 Engines: Repair Estimate<=b>

Hi Larry=

I discussed with Atlantic Gas Turbine Corp today =he two 219 engines that will require ASB 6435 HPC Corrosion Inspection

and Hot Section Inspection of exposed combustion =ardware.

They verbally indicated a fixed price to accompli=h

ASB 6435/ AD HPC Corrosion Inspection  
HSI Inspection  
Test/ Fuel and Oil  
all Build Up ( 100% expendables) parts  
Strip/ Repair and Recoat of HPC Disks  
Return engine to service. Preserve Long Term

Pricing was quoted at \$118,500.00 per engine.

LLP Replacement will be considered Over and Above=this pricing  
as will any other requirements to the engine due =o exposure for ASB 6435.

With replacement of LLPs and possibly requirement= to the N1 Compressor/ Fan Section due to condition  
a good budgetary estimate for Repair of the engin=s would be in the range of \$ 225K to \$300K per engine.  
AGTC can provide a written quotation at your=request.

Thanks

Michael Maier

A dry lease is a leasing arrangement whereby an aircraft financing =ntity, such as GECAS and ILFC (lessor), provides an aircraft without insurance, crew, ground =taff, supporting equipment, maintenance, etc.) then you would pay a fixed =ost for the “lease” of the aircraft and then be responsibl= for all other direct operating costs plus maintenance.

I have attached a breakdo=n of what the fixed costs are estimated to be. As you will see this is app=ox. \$1,220,651 per year.

The more hours you fly th=n your hourly cost comes down.

However, for example, x2 =f the engines are due AD 2003-16-05, this involves a complete engine strip=down, and I estimate this will cost approx. \$1 mill per engine as well as =months down time.

There is mention of Crew Training at a cost of \$99,=00.00 per year, I use FAA approved PanAM Flight academy in Miami trai=ing my pilots for \$6,500 for TOTAL for all three crew member,.

FUEL Pricin=:

I have atta=hed quote.

Insurance cost for 2013=was \$125,000

BOEING VIP SUPER 727

ESTIM=TED VARIABLE COSTS PER HOUR

## Corporate

### Fuel (1)

\$11,623.50

## Fuel Additives

0.00

### Maintenance Labor (2)

427.50

### Parts Airframe/Eng/Avion (3)

197,43

## Engine Restoration (4)

627.06

### Thrust Reverser Allowance<=span>

12.54

Propeller Allowance=/

0.00

## APU Allowance

68.97

### Major Periodic Maintenance

0.00

3.55

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