
From: Barry J. Cohen <[REDACTED]>
Sent: Saturday, August 19, 2017 2:56 AM
To: jeffrey E.
Subject: Re: [External] Fwd: Plane

We are factoring this into our structure recommendations. Lots of constraints. Apollo doesn't want to be an owner or an operator. Makes 91 operation for Apollo tricky.

Sent from my iPhone

On Aug 18, 2017, at 8:23 PM, jeffrey E. <jeevacation@gmail.com<mailto:jeevacation@gmail.com>> wrote:

ex

----- Forwarded message -----

From: Melanie Spinella <[REDACTED]>
Date: Thu, May 21, 2015 at 2:54 PM
Subject: Plane
To: "jeffrey E." <jeevacation@gmail.com<mailto:jeevacation@gmail.com>>

Jeffrey – Leon asked me to ask you. Debra is going to Chicago May 30th =96 back and forth the same day. Here is the response from Jet

Hi Melanie,

For May 30th with the 12pm departure out of Teterboro and 11pm departure out of Chicago the duty day is at 15hrs18min. For 135 trips crew cannot exceed 14hr duty day. If you wish to operate this flight as 135 we must do a crew swap in Chicago. If we were to operate this flight as 91 with a Chief Pilot approval we could extend the duty day to 16hrs. Please let me know how you wish to proceed.

Can we switch to 91 – Here is what they said about the difference:

When operation 91 the owner has operation control and we have a little bit of flexibility with extending the duty day as long as the chief pilot approves it.

When operation 135 it's considered business and the rules are a lot stricter. We are not able to extend the duty day. Two pilots can only be on duty up to 14hrs and no more than 10hrs of flight time.

Thank you!

Melanie Spinella | Apollo Management
9West 57th Street, New York, New York 10019 • [REDACTED]

Executive Assistant to Leon D. Black

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