
From: Eric Roth <[REDACTED]>
Sent: Sunday, April 5, 2015 10:14 PM
To: jeffrey E.
Subject: Re: BBJ Completion

Yes- Mods, ent & cert.

Best regards,

Eric

Eric H. Roth, President
International Jet Interiors
[REDACTED]

On Apr 5, 2015, at 6:12 PM, jeffrey E. <jeevacation@gmail.com <mailto:jeevacation@gmail.com> > wrote:

lighting? electric ? window treatments bulheads.? are in which category.

On Sun, Apr 5, 2015 at 6:06 PM, Eric Roth <[REDACTED]> > wrote:

JE BBJ

Item Description

Low Estimate

High Estimate

All Soft goods, incl. 16g cert.

\$ 1,400,000

\$ 1,600,000

All Cabinetry

\$ 1,200,000

\$ 1,400,000

Metal Plating Throughout

\$ 150,000

\$ 200,000

Modifications, Eng. & Cert.

\$ 1,550,000

\$ 1,900,000

\$ 4,300,000

\$ 5,100,000

ERIC H. ROTH | PRESIDENT

<image010.jpg>

<mailto:[REDACTED]> | www.intljet.com <http://www.intljet.com/> <image011.jpg>
<http://twitter.com/#!/intljet> <image012.jpg> <http://www.facebook.com/intljet>

2221 Smithtown Avenue, Long Island MacArthur Airport, Ronkonkoma, New York 11779

From: jeffrey E. [mailto:jeevacation@gmail.com <mailto:jeevacation@gmail.com>]
Sent: Sunday, April 05, 2015 5:43 PM
To: Eric Roth
Subject: Re: BBJ Completion

can you send me your rough breakdown thanks and yes all else a good idea

On Sun, Apr 5, 2015 at 5:28 PM, Eric Roth <eroth@intljet.com <mailto:eroth@intljet.com> > wrote:

Jeffrey,

I have spent the last couple of hours today reviewing the BBJ, our numerous discussions as well as your most recent floor plan request that is very similar to the BBJ featured on Little Bennet.

When I take into account all of the design and engineering requirements to modify the floor plan and refurbish all of the soft goods, cabinetry and metal plating, I believe that when all is said and done, the "realistic cost" will run between \$4.3M - \$5.1M, leaning towards the higher of the spread.

The down time which is subject to final design, engineering, work scope approval, etc. is "realistically" estimated between 9 – 12 months.

In my opinion, we should fly to Geneva and look at this aircraft together to identify the many details that may not be visually present in the photo's you have provided. I also believe that you in particular would benefit greatly by physically being in the aircraft and gaining a "spatial appreciation", one that photo's simply can not provide.

Additionally, should you elect to move forward with the pre-purchase inspection, I strongly advise that I have an acoustical engineer conduct an acoustical mapping of the complete interior at numerous positions within the interior to identify the baseline dBSIL levels. I suggest this take place on the flight from Geneva to Lufthansa Technik to take advantage of what presumably will be the sellers cost to move the aircraft.

As always, don't hesitate to call me with any questions you may have.

Eric

ERIC H. ROTH | PRESIDENT

<image007.jpg>

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