
From: jeffrey E. <jeevacation@gmail.com>
Sent: Wednesday, November 2, 2016 2:38 PM
To: Larry
Subject: Re: BBJ DAR WITH CORRECTION

what would he budget for a total re rag, soft goods =arpets etc. and how much for a re do of wood.

On Wed, Nov 2, 2016 at =:25 PM, Larry <[REDACTED]> wrote:

Responses from Husham

Sent from= my iPad

Begin forwarded message:

From: Husham Osman <[REDACTED]>
Date: November 2, 2016 at 10:08:14 AM EDT
To: Larry <[REDACTED]>
Cc: Claire Brugirard <[REDACTED]>
Subject: [REDACTED]

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Dear Larry,<=>

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Please see the respons=s from the technical team below

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"1-I need supportin= documentation on how the the 2 AUX tanks were removed? – ST00936NY-D-28-SB-029 – AUX FUEL =ANKS CONVERSION FROM 7 CECLL TO 7 CELL dated 08 SEP 2008.=/u>

Where they "deactivate= via PATS SB (Service Bulletin)? DURING 2C/1C/A CHECK AT KLM W/ WP REF: 039405 WO12079 & 12=42.

A-you mentioned you have th= two extra AUX tanks for our install, do you also have the hardware / Valv=s etc. to go along with this install? So we may re-activate. We do not have the valves and hardware as=this was done before we get the aircraft.

2-why was the 12,400 hour e=gine currently installed removed for shop visit? Margin? Or oil contaminat=on? -

Could you fwd this shop vis=t documentation as well please?

- ♦=A0 Removal=reason was contamination of oil system identified as material from the TRF= The engine had then undergone a performance restoration shop visit before=installed on DFR.

3-need supporting documenta=ion for the mid cabin floor change by L3. MID CABIN MOD DOC
ATTACHED<=>

From conference table to Di=an install please? H4 AEORSPACE MOD NO. H4A1303 – INTERIOR CONFIG
TO 22 FROM 18 TO 22 =AX

4-was there any other modif=cations for repairs that may raise questions by our DAR? If so can you pro=ide this documentation for our and DAR review as well? – MID CABIN MOD – SAME AS=ITEM 3

5-it appears the 12k hour e=gine has better margins than the lower time? As stated in item 2 above, t=e 12k engine had a performance shop visit and served only ~2,000hrs since =hop visit Therefore it has better EGTM than the other engine which had no =estoration since installation. However the difference is around 5degC, one is 40 and one is=35. Both are good to go for more than 5 years without shop visit and possi=ly a lot more.Engine ECM figures previously sent to that effect

6-did they save the c=nference table / Chairs etc? NO."

Please do let me know if yo= have more questions. I will try and call the DAR to establish contact. By=the way, I did mention to Claire that we could help you manage any refurbi=hment and modification through our engineering dept. you could benefit from our negotiated rates and close relationship with the ma=or completion centers in Europe and US. We could manage the process from A=to Z as we have done for other clients before including any STC work.</=>

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Best Regards,

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<tel:%2B971%202=20575%207000> =| www.royaljetgroup.com <http://www.royaljetgroup.com/en> <=span>

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=blockquote type="cite">

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=C2◆ please note

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