
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 2:25 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 responses from the technical team below

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"I need supporting documentation on how the the 2 AUX tanks were removed? – ST00936NY-D-28-SB-029 – AUX FUEL TANKS 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 two extra AUX tanks for our install, do you also have the hardware / Valves 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 engine currently installed removed for shop visit? Margin? Or oil contamination? -

Could you fwd this shop visit 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 documentation for the mid cabin floor change by L3. MID CABIN MOD DOC ATTACHED<=>

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

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

5-it appears the 12k hour engine has better margins than the lower time? As stated in item 2 above, the 12k engine had a performance shop visit and served only ~2,000hrs since shop visit Therefore it has better EGTM than the other engine which had no restoration 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 possibly a lot more.Engine ECM figures previously sent to that effect

6-did they save the conference table / Chairs etc? NO.”

Please do let me know if you 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 refurbishment and modification through our engineering dept. you could benefit from our negotiated rates and close relationship with the major 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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POBox: 60666, Abu Dhabi, United Arab Emirates

Direct: [REDACTED] <tel:%2B971%202%205758207> | Email: <=pan style="color:blue">hosman@royaljetgroup.com <mailto:hosman@royaljetgroup.com>

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

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=C2💎 please note

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