lighting? electric ? window treatments bulheads.? ar= in which category.

On Sun, Apr 5, 2015 at 6:06 PM, Eric Roth &l████████████████████████████████ 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

$ =A0 150,000

$ =A0 200,000

Modifications, Eng. & Cert.</=> $ 1,550,000

$ 1,900,000

          $ 4=300,000

$ 5,100,0=0

1

ERIC H. ROTH | PRESIDENT

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<mailto::eroth@intljet.com> | www.intljet.com <http://www.intljet.com/> =C2 <=pan style="font-size:8.0pt;font-family:"Calibri",sans-serif;te=t-decoration:none"> <http://twitter.com/#!/intljet> <http://www.facebook.com/intljet>

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From: jeffrey E. [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 an= yes all else a good idea

On Sun, Apr 5, 2015 at 5:28 PM, Eric Roth ██████████████ =rote:

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 Benn=t.

When I take into account all of the design and =ngineering 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, engin=ering, work scope approval, etc. is "realistically" estima=ed between 9 – 12 months.

2

In my opinion, we should fly to Geneva and look at th=s 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 i= the aircraft and gaining a "spatial appreciation", one th=t photo's simply can not provide.

Additionally, should you elect to move forward with t=e pre-purchase inspection, I strongly advise that I have an acoustical engineer conduct an acoustical mapping of the complete interior at numerou= positions within the interior to identify the baseline dBSIL levels. =A0 I suggest this take place on the flight from Geneva to Lufthansa Techni= 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

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please no=e

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please =ote