
From: Sultan Bin Sulayem <[REDACTED]>
Sent: Tuesday, November 14, 2017 7:42 PM
To: Jeffrey Epstein
Subject: Fwd: Lower cabin altitude

Sent=from my iPhone

Begin forwarded message:

From: Matt Brown <[REDACTED]> <mailto:[REDACTED]>
Date: November 14, 2017 at 11:29:54 PM GMT+4
To: Sultan Bin Sulayem <

Standard BBJ inside the cabin is<[REDACTED]> meters

I can confirm our BB[REDACTED] has the lower pressure kit installed. 1,981 meters=

The New Boeing 787 is 1,828 meters.

<[REDACTED]>
1,239 me[REDACTED]ers.

Informa[REDACTED]ion below comes from the Gulfstream web site.

<[REDACTED]>

The G650ER cabin is replenish[REDACTED]d with 100 percent fresh air every two minutes. And with the lowest cabin altitude in the class, matched only by its sister ship, the Gulfstream G650, <[REDACTED]>passenger heart and lungs can more easily oxygenate the blood<[REDACTED]>, which reduces fatigue and ensures a more alert and refreshed arrival man[REDACTED] time zones later. At a cruise altitude of 45,000 feet/13,716 meters, a G65[REDACTED]ER cabin is pressurized to an altitude of 4,060 feet/1,237 meters. That cab[REDACTED]n altitude is almost two times lower than commercial airlines and significa[REDACTED]tly better than any non-Gulfstream aircraft in the large-cabin class.

=div class="">A si[REDACTED]e note: the G-650ER flies 6-12 percent faster than the BBJ.

Max range BBJ 10,926 Kilometers

Maximum range G650ER 13,890 Kilometers

<=blockquote>

The only other large jet to get us below 6000 feet cabin altitude is the New Boeing 787.

On Nov=14, 2017, at 10:41 PM, Sultan Bin Sulayem <[REDACTED]>
<mailto:[REDACTED]> > wrote:

<http://www.healthsciences.okstate.edu/research/cahm/NEJM-Effect-of-Aircraft-Cabin-Altitude.pdf> <<http://www.healthsciences.okstate.edu/research/cahm/NEJM-Effect-of-Aircraft-Cabin-Altitude.pdf>>

Sent from my iPhone

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