
From: Larry Visoski <[REDACTED]>
Sent: Thursday, October 24, 2013 11:30 PM
To: Jeffrey Epstein
Subject: GII Closing Ferry Permit
Attachments: image.jpeg; Untitled attachment 00323.txt; image.jpeg; Untitled attachment 00326.txt

Jeffrey,

FAA in Islip will not issue Ferry Permit's or other similar items until further notice due to reduce work load mandated by Washington. The FAA recommend using a D.A.R. (Designated Airworthiness Representative) who have same power as the FAA, most of these people are region assigned and former FAA inspectors.

Below is correspondence from Larry Ross who is the DAR for New York. Mr Ross informs that a ferry permit is not required to fly the GII for closing, his reasoning is based on the fact that we are in need of a "Calendar Corrosion" inspection and we have not exceeded "Life Limited Parts" on the engine. Mr Ross indicates that Rolls Royce S.B. (Service Bulletin 72-666) states that overhaul is recommended by the manufacture as a Service Bulletin, and mandatory is not used. In Europe "Service Bulletins" are Mandatory, however, only "Mandatory Service Bulletins" are required to be accomplished in the USA. Gulfstream recognizes Rolls Royce's recommended 10 year Callender overhaul as mandatory, but at the end of the day, since we are a FAR91 operator we can extend and consider to be airworthy until life limited times are reached.

I'm not sure I totally agree with his conclusion, but for the idea of getting the GII sold I would fly the plane if you agree with this?

Do you approve of me flying the GII to closing and get the plane sold? otherwise our delay is indefinite.

thank you,

Larry

=