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**From:** jeffrey E. <jeevacation@gmail.com>  
**Sent:** Tuesday, December 13, 2016 6:44 PM  
**To:** Larry Visoski  
**Subject:** Re: Customer interest in GE OnPoint

yes

On Tue, Dec 13, 2016 at 1:40 PM, Larry Visoski <[REDACTED]> =gt; wrote:

GE OnPoint needs more Data, I know for a fact that Husham does not hanger this BBJ,=it's lived outside for past 10 years,

Steve indicated he prefers the lower time engine, in email below,

May I request from Husham more Data for GE to review?

Thank you  
Larry

Sent from my iPhone

Begin forwarded message:

From: "McManus= Steve (GE Aviation, US)" <[REDACTED]>  
<mailto:[REDACTED]> >  
Date: December 13= 2016 at 12:22:34 PM EST  
To: Larry <lvjet@aol.com <mailto:[REDACTED]>>  
Cc: "Curcio,=James (GE Aviation, US)" <[REDACTED]> >  
Subject: Customer=interest in GE OnPoint

Larry,

Any engine operated= in the ME Hot Harsh environment has a potential higher risk the more hours=it has operated in the environment. The risk is mitigated through co=tinued maintenance, which includes a routine waterwash and being housed in=a hanger....

I am in favor of the lower =ime engines but to provide an accurate quote will need to see the maintena=ce records / camp reports as well as the BSI coupled with performance

Kind Regards

Steve McManus  
GE Aviation  
BGA Sales Director  
[REDACTED]

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-----Original Message-----

From:=Larry [mailto:[REDACTED]>]  
Sent: Tuesday, December 13, 2016 10:37 AM=br>To: McManus, Steve (GE Aviation, US)  
Cc: Curcio, James (GE Aviation, US)  
Subject: EXT: Re: Customer interest=in GE OnPoint

Hi Steve,.

=currently the BBJ has 6280 hours airframe,. And 2231 cycles on airframe.

As I stated Royal Jet in Abu Dhabi owns and operates this plane,. Since they operate 7 BBJ's they mix and match their engines as they require Mx., The BBJ we are in pursuit

#= ENGINE serial number 876170 has 12,495 hours and 4184 cycles,. This engine has High margins since it has seen a shop performance visit about 5 years=ago.,

#2 ENGINE serial number 889151 has 5176 hours TSN with 1636 cycles.

No shop visit since new.

We=have option to remove the 12,500 hour engine and install the original engine that came with this BBJ, serial 876171, Which has 6200 hours, no s=op visit.

Can you adjust your quote if we=elect to keep the 12500 engine installed and enroll in your OnPoint program?

Thank you,

<=pan>Larry Visoski  
chief Pilot

<=pan>Plan D, LLC  
6100 Red Hook, quarters B3  
[REDACTED]

JEGE, Inc  
380= Southern Blvd suite 204  
West Palm Beach Fl 33406

Sent from my iPa=

On Dec 13, 2011, at 9:54 AM, McManus, Steve (GE Aviation, US) <[\[REDACTED\]](mailto:)> wrote:  
<mailto:[\[REDACTED\]](mailto:)>

=blockquote type="cite">Larry

I=am providing a Preliminary OnPoint quote for the BBJ, with approximately 6=00 TSN, we discussed yesterday afternoon that will be based in the U= having an annual utilization, 250 hours. As I understand, the BBJ h=s been based in middle east which does merit inspection and recognition of=the impact of the past hot harsh environment operation. =he OnPoint Engine Flight Hour (EFH) rate for the respective engines are \$3=1 EFH - No buy-in.

Through OnPo=nt you have access to world's best support network, large engine lease=pools, spare parts availability, simplified contracts and procedures.♦=A0 GE is committed to providing a complete OnPoint solution in help to mai=tain the value of your investment. Since 100% of coverage starts on =ay one, you will have predictable budgeting and tools to manage the engine=maintenance program.

OnPoint 10=% OEM coverage starts from day one and includes:

- \* Scheduled and unscheduled engine required maintenance (includi=g labor, material,=overhaul, repair, inspection, and test)
- \* Engine removal and re-installation
- \* Transportation of installed and lea=ed engines (four-way)
- \* Lease engine(s)

=br>

\* Service Bulletin's (=Bs)/ Airworthiness Directives (ADs)

\* All Life Limited Parts (LLPs)

\* Comprehensive OEM diagnostics with immediate=notifications and

=onthly reports

\* 50=man-hours annually for line maintenance

\* Filter, o-rings, igniters for Chapter 5 Inspections<=span>

\* Dedicated Customer=Program Manager with current OEM expertise

\* No buy-in required

\* Fully transferable

There is a qualification requirement that consists of a complete bor=scope inspection that you will need to provide me, with no unservice=ble findings see attached Engine Qualification document.

If interested in receiving an agreement to review all I =eed to do is set up an account for the customer (aircraft owner/title hold=r) and the (operator / manager) of the aircraft if different from the owne=. Attached is the Customer Details form, please complete items and e=ail it back to me.

We also have=a new lower price program for BBJ's; Essential Service  
which would be \$153 efh

=blockquote type="cite">I have attached an overview of both OnPoint=and Essential Services brochures for your review.

=blockquote type="cite">

steve.mcmanus@ge.com

The foregoing represents a proposal for p=icing for the OnPoint Program for the aircraft and engines set forth herei= and is not intended, nor will it be construed, as a contract between the =ender and recipient or any other party. The proposed pricing has bee= quoted based upon preliminary information provided, and shall be subject =o change upon completion of further review and inspection of the subject a=rcraft and engines as may be deemed necessary. Neither the recipient=nor the sender will be bound to each other unless and until their mutual e=ecution of an OnPoint Engine Services Agreement, and then only to the exte=t provided in such agreement.

By read=ng this electronic message, the recipient acknowledges and agrees that all=information and data set forth herein has been disclosed in confidence and=may not be disclosed or used for any purpose by the recipient without the =xpress written consent of the sender of this electronic message. Any=disclosure or use in violation of the foregoing shall be deemed a breach b= the recipient of such confidentiality obligation.

=blockquote type="cite">

lvjet@aol.com [mai=to [REDACTED]> ]

Sent: Monday, December 12, 2016 3:09 PM

To: Curcio, James (GE Aviation, US); McManus, Steve =GE Aviation, US)

Su=ject: Customer interest in GE OnPoint

=ame = Larry VISOSKI

Email = [REDACTED]

[REDACTED]

=ontact Preference = Phone

<GE OPS1pg .pdf>

<Customer Details FORM 972016.docx>

<Eng Qualification document2.docx><=span>

<GE ES1pg .pdf>=

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◆=A0 please note

for

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return e-mail or by e-mail to [jeevacation@gmail.com](mailto:jeevacation@gmail.com)<=a>, and  
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