
From: Richard Kahn [REDACTED]
Sent: Thursday, October 22, 2015 10:25 PM
To: jeffrey E.
Subject: Fwd: NetJets
Attachments: Kahn_Global_102115.pdf; Untitled attachment 00706.htm; BombardierGlobal5000-Brochure.pdf; Untitled attachment 00709.htm; Bombardier Global 6000 (BACGL612-R3).pdf; Untitled attachment 00712.htm

attached is information from my call with Amy Cooper from Net Jets

a few other points to mention that was not included below:

- 1) after 5 or 10 years Net Jets is required to purchase your fractional interest at FMV (determined by 6 independent appraisers)
 - > Amy would not commit to writing but conservatively estimated value at
 - > end of 5 years to be 50-60% of initial cost and after 10 year 30-35%
 - > of cost
- 2) General rule is that if your plane is Global 5000 and it is not available within 5 hours they will give you a larger plane Global 6000 -> Netjets Gulfstreams 450's and 550's are being phased out and will be eliminated over next 3-4 years due to age however
 - contract does have language that they also can be used as Amy says this occurs approximately 8-10% of time
- 3) If you have a short trip such as NYC to Boston or in Europe (Paris to London) you can use a smaller aircraft such as Phenom and apply a credit vs hourly fee and yours used
- 4) Planes are available within 5 hours
- 5) 90% of owners fly Part 91(k) which is very close to Part 91 yet not as restrictive
- 6) need to investigate however I am told that if travel is more than 50% business use then there is significant depreciation benefits
- 7) Netjets offers a program called Whole Aircraft Transition where they will acquire current Gulfstreams (maybe Leon;s) and use proceeds towards downpayment on Global

Please advise
Thanks

Richard Kahn
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