

Sent: Monday, August 24, 2015 9:46:23 PM
From: Lvjet <[REDACTED]>
To: jeevacation@gmail.com
Subject: Fwd: BBJ

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

From: Altuna, Patricio <[REDACTED]>
To: Larry Visoski <[REDACTED]>
Sent: Fri, Nov 28, 2014 3:52 pm
Subject: RE: BBJ

Larry

I am in receipt of your e-mail and attachments.

In reviewing the current and the desired floorplans I realized the layout for the latter hardly retains any seats, divans, furnishings, bulkheads, side-ledges or monuments in their current cabin location.

This kind of radical floorplan change would require quite large non-reoccurring engineering (NRE) and certification (STC) effort.

The upper and lower supporting structure, potable, gray and waste water plumbing, electrical (IFE/CMS/Cabin Lighting, etc), periphery (i.e. headliners, valances and domes) system, in the current cabin layout would have to be demoded as to allow the new cabin layout.

Not being the completion center holding the original interior STC approved engineering data package we would have to create the engineering data required to support the certification process (STC) for the new configuration.

The FAA certification level is greater today than it was in 1999, when the original interior was initially certified (STC)

In order to salvage and reuse the existing seats, divans, furnishings, bulkheads, side-ledges or monuments the engineering for the installation of these cabin elements would have to be validated.

There is the risk that many of the cabin elements certified in the 1999 STC could not be certified in today's regulatory environment.

In essence the NRE, labor and material costs and the down-time time involved for the desired floorplan would be even greater than starting with a green aircraft without an interior already in place (8-12 months down-time and \$25.0 M. to \$30.0 M price range) as we would have to spend quite a bit of effort in analyzing and validating the original interior.

On the other hand, if acceptable to your Principal, we were able to work around the existing interior distribution layout and limit the refurbishment efforts to incorporating new materials and design features we would be in the 4-8 months down-time and \$5.0 M to \$7.0 M budgetary price range.

Thanks and Best
Regards!
Patricio

Patricio Altuna
Executive Vice President Sales &
Marketing
Associated Air Center
8321 Lemmon Ave
Dallas, TX,
75209
U.S.A.
Office: [REDACTED]
Mobile: [REDACTED]

www.standardaero.com

"The trusted service partner"

Disclaimer:

This email, including attachments, is confidential and intended solely for the use of the individual(s) to whom it is addressed. If you are not the intended recipient, be advised that you have received this email in error and that any use, dissemination, forwarding, printing, or copying of this email is strictly prohibited. If you have received this email in error, please contact the sender and then delete it from your system. Although this email and any attachments are believed to be free of any viruses or other defects, it cannot be guaranteed to be secure and error free as it can be intercepted, amended, lost or destroyed. Dubai Aerospace Enterprise (DAE) Ltd and StandardAero accept no responsibility for any loss or damage arising in any way from its receipt or use.

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

From: Larry Visoski [mailto: [REDACTED]]
Sent:
Friday, November 28, 2014 1:20 PM
To: Altuna, Patricio
Subject: BBJ

Hello

Mr Altuna, .

As per our conversation on Wednesday, please find attached the original floor plan and a wish list floor plan, that is open to suggestions ?

Budgetary number for a project of this magnitude at your earliest convenience

Thank you
larry Visoski
JEJE Inc
3800 Southern Blvd. Suite
204, west palm beach FL 33406
[REDACTED] cell