

**From:** Eric Roth <[REDACTED]>  
**To:** jeffrey E. <jeevacation@gmail.com>  
**Subject:** RE: BBJ Completion  
**Sent:** Sunday, April 5, 2015 10:06:32 PM

[image007.jpg](#)  
[image008.jpg](#)  
[image009.jpg](#)  
[image010.jpg](#)  
[image011.jpg](#)  
[image012.jpg](#)

JE BBJ		
Item Description	Low Estimate	High Estimate
All Soft goods, incl. 16g cert.	\$ 1,400,000	\$ 1,600,000
All Cabinetry	\$ 1,200,000	\$ 1,400,000
Metal Plating Throughout	\$ 150,000	\$ 200,000
Modifications, Eng. & Cert.	\$ 1,550,000	\$ 1,900,000
	<b>\$ 4,300,000</b>	<b>\$ 5,100,000</b>

ERIC H. ROTH | PRESIDENT



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[REDACTED] Long Island MacArthur Airport, Ronkonkoma, New York 11779

**From:** jeffrey E. [mailto:jeevacation@gmail.com]  
**Sent:** Sunday, April 05, 2015 5:43 PM  
**To:** Eric Roth  
**Subject:** Re: BBJ Completion

can you send me your rough breakdown thanks and yes all else a good idea

On Sun, Apr 5, 2015 at 5:28 PM, Eric Roth <[REDACTED]> wrote:  
Jeffrey,

I have spent the last couple of hours today reviewing the BBJ, our numerous discussions as well as your most recent floor plan request that is very similar to the BBJ featured on Little Bennet.

When I take into account all of the design and engineering requirements to modify the floor plan and

refurbish all of the soft goods, cabinetry and metal plating, I believe that when all is said and done, the "realistic cost" will run between \$4.3M - \$5.1M, leaning towards the higher of the spread.

The down time which is subject to final design, engineering, work scope approval, etc. is "realistically" estimated between 9 – 12 months.

In my opinion, we should fly to Geneva and look at this aircraft together to identify the many details that may not be visually present in the photo's you have provided. I also believe that you in particular would benefit greatly by physically being in the aircraft and gaining a "spatial appreciation", one that photo's simply can not provide.

Additionally, should you elect to move forward with the pre-purchase inspection, I strongly advise that I have an acoustical engineer conduct an acoustical mapping of the complete interior at numerous positions within the interior to identify the baseline dBSIL levels. I suggest this take place on the flight from Geneva to Lufthansa Technik to take advantage of what presumably will be the sellers cost to move the aircraft.

As always, don't hesitate to call me with any questions you may have.

Eric

ERIC H. ROTH | PRESIDENT



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please note

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