
From: Rich Kahn [REDACTED]
Sent: Wednesday, March 16, 2011 7:38 PM
To: 'Jeffrey Epstein'
Subject: FW: Flight Options

Please advise

Details of Hawker 400xp

<http://www.flightoptions.com/hawker-400xp.html>

Details of Hawker 800xp

<http://www.flightoptions.com/hawker-800xp.html>

From: Brendan Nolan [mailto:[REDACTED]]
Sent: Wednesday, March 16, 2011 3:36 PM
To: Rich Kahn
Subject: RE: Flight Options

Flight time with the fuel stop would be a little longer. You're not billed for time on the ground.

AB to Miami = 3.8 and Miami to TIST = 2.6, for a total flight time of =.4. The estimate would be $6.4 \times 7,294 = 6,681$

Yes, the 400XP hourly cost (based on today's fuel prices) is 5,224. =/span>

From: Rich Kahn [mailto:richardkahn12@gmail.com]
Sent: Wednesday, March 16, 2011 3:27 PM
To: Brendan Nolan
Subject: Re: Flight Options

Thanks for your email. I wanted to confirm my understanding

Trip 1 – Albuquerque to STT

a) 5.5 hour flight includes the 1 fuel stop

b) Hourly cost (including fuel surcharge) of Hawker 800xp is 7,294 so total projected cost for that trip would be 7,294 x 5.5 or 40,117

Trip 2 – Moriarty to Denver

a) Hourly cost (including fuel surcharge) of Hawker 400xp is \$5,224

Thanks

Rich

From: Brendan Nolan [mailto:]
Sent: Wednesday, March 16, 2011 3:14 PM
To: Rich Ahn
Subject: RE: Shmitka Air Options

Rich,

In follow up to our conversation:

1. Albuquerque to St. Thomas is a 5.5 hour flight, so the Hawker 800 (and even a Citation X) would need to stop for fuel. The Legacy 800 could fly non-stop, depending on how many passengers. The flight from Moriarty to Denver is 1 hr in a Hawker 400XP. Moriarty is limited to day only operations and weather must be clear (VFR).

2. There is no program right now which differentiates pricing based on flexibility. There are so many different factors in our operation (crew cost, last minute mechanicals, etc). Even if you had a trip into St. Thomas at 2pm and wanted to leave with different passengers at 5pm, we don't necessarily know that we would use the same aircraft. The crew from the first trip may run into duty restrictions, in which case we would be ferrying another aircraft down for your second leg.

3. If you transition the \$63,096 to JetPASS, we'll offer you a \$5,000 credit on the next full JetPASS purchase. If you elect to pay the difference between the Beechjet value and the \$129,537 card price (\$63,441) we'll offer a \$5,000 credit on this JetPASS purchase. This credit is in addition to the \$18,929 loyalty credit already offered.

Thanks again for the consideration, and please call me with any questions.

Best regards,

Brendan

From: Rich Kahn [mailto:]
Sent: Wednesday, March 16, 2011 1:22 PM
To: Brendan Nolan
Subject: RE: Shmitka Air Options

Call me at [] or [] after your flight

Thanks

From: Brendan Nolan [mailto:]
Sent: Tuesday, March 08, 2011 1:44 PM
To: Rich Kahn
Subject: RE: Shmitka Air Options

Hi Rich,

Just wanted to make sure I was available if you needed anything.

Know you guys are reviewing and look forward to hearing from you.

Br=ndan

From: /b> Rich Kahn [mailto:]
Sent: Thursday, March 03, 2011 1:43 PM
To: Brendan Nolan
Subject: RE: Shmitka Air Options

Still waiting for feedback

Hope to be in touch tomorrow or Monday

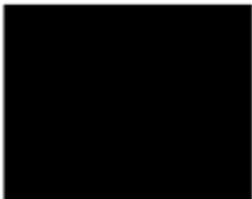
Thanks for patience

Rich =ahn

HBRK =sociates Inc.

301 East =6th Street, Suite 10F

New York, =Y 10065



From: /b> Brendan Nolan [mailto:]
Sent: Wednesday, February 23, 2011 11:29 AM
To: Rich =ahn
Subject: Shmitka Air =ptions

Hi Rich, =/span>

Below are =he different options we discussed for Ms. Maxwell: =/span>

Option 1: =ejoin the 6.25% 1999 Beechjet =00A

Monthly =anagement Fee =6,293

Occupied =ourly =ate &nb=p; \$2,030

Fuel =urcharge =Jan) &n=sp; \$1,170

Option 1(a): =educe to a 3.125% Ownership in the =eechjet

Option 2: =oftlanding to JetPASS

Exit Value =.25% '99 =eechjet = \$44,167

Plus Loyalty =redit &=bsp; &n=sp; \$18,929

Re-marketing =ee =7%) &nb=p; =u>Waived

Total to =etPASS =nbsp; &=bsp; =63,096

Ms. Maxwell =ould enjoy the same level of access, and "fly off" the =alance under the JetPASS rate structure. Based on today's fuel, these =re "all-in" rates:

Hawker =00XP =5,297

Hawker =00XP =7,384

Citation = =nbsp; \$9,572

Legacy &=bsp; &n=sp; \$10,958</=:p>

Fuel varies =n a month-month basis based on our avg cost per gallon of Jet-A, but =his offers a general idea of the cost to fly under the JetPASS =tructure.

I'll look =orward to continuing our conversation. =/span>

Best regards,

Brendan

Regional Sales Director - Manhattan

Mobile: [REDACTED]

[REDACTED]