

**To:** lvjet[lvjet@aol.com]  
**From:** Jeffrey Epstein  
**Sent:** Sat 6/18/2011 4:24:46 PM  
**Subject:** wiht coorections

Larry

Flight Options, E team,.

Please forward this email to the department manager,.

Ref: Freedom Air International, Inc. June 18th, 2011 trip # 1539496 BED-TEB.

During the flight this morning from BED - TEB, Mr. Epstein and his passengers experienced an abrupt aircraft maneuver during normal flight regime. After this highly disturbing event , and in response to questions by Mr. Epstein , a hihgly expereinced flyer, He was informed by the pilots a "near Miss" had occurred due to an approaching aircraft. That the approaching plane had neither been seen or heard on the radio. It is common knowledge that New York metropolitan area is the busiest environment for traffic in the world, and is one of the main reasons TCAS (Traffic Collision Avoidance System) exists.

Mr. Epstein was informed that , the TCAS system was INOP for his flight, and was MEL'd (Minimum Equipment List) for the flight to continue. This flight would operate no higher than 23,000 feet which is the low altitude sector of New York metro area, and most likely would be flown lower than 18,000 feet which is the VFR ceiling altitude. How long has the TCAS system been MEL'd on the aircraft?

Mr. Epstein should have been informed that the TCAS system was inoperable and been given the choice to continue the flight or wait for a replacement aircraft to be brought in.

I look forward to how you suggest this situation never happen again. assume you will make a gesture of apology,

Lawrence Visoski  
Chief Pilot,  
**Freedom Air International, Inc.**  
**3800 Southern Blvd. suite #204**  
**West Palm Beach, Fl. 33046**

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