

From: [REDACTED]

To: "Je vacation" <jeevacation@gmail.com>

Subject: Fw: jim miller

Date: Sat, 21 Sep 2013 15:05:12 +0000

Importance: Normal

Jeffrey,

Below is Jim's comment to my rebuttal reference the inflated numbers the Sultan received from a management company.

I will have accurate status when I'll have Boeing air worthy by Monday for you.

Thx

Larry

Sent via BlackBerry by AT&T

From: JIM <[REDACTED]>

Date: Sat, 21 Sep 2013 18:21:22 +0400

To: Lvjet <[REDACTED]>

Subject: Re:

Brilliant, Larry !

I knew we could count on you for Reason.

Thank you,

Jim

On Sep 21, 2013, at 6:04 PM, Lvjet <[REDACTED]> wrote:

ps, Not to mention, the management FEE of \$180,000 makes me laugh,,,what a farse, sorry to be so blunt, it just amazes me what a management company will say for operating expense, when some individuals will pay this number without question!

apples to apples must be compared, if he used an old NON re engined aircraft, no comparison to a Volson 727 Stage III, that is why we can stay ing the air for 8+30min and a regular 727 is 5+30min with High fuel burn, we both hold the same fuel,,! with AUX tanks,.

be well

larry

Sent from AOL Mobile Mail

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

From: JIM <[REDACTED]>

To: lvjet <[REDACTED]>

Sent: Wed, Sep 18, 2013 04:11 PM

Subject: Re:

Ok!

Enjoy the view!

On Sep 18, 2013, at 11:57 PM, [REDACTED] wrote:

Hi jim,

I will review this and give you a good response by friday, I'm flying the hleicopter today, and GIV first flight is tomorrow!!

Tx,

Sent via BlackBerry by AT&T

From: "JIM MILLER" <[REDACTED]>
Date: Tue, 17 Sep 2013 06:45:55 -0700
To: Larry <[REDACTED]>
ReplyTo: "JIM MILLER" <[REDACTED]>
Subject:

Good morning Larry,

I am following up on our last email separately.

Sultan received this yesterday and asked that I pass it on to you for comments on it's accuracy.

Thank you,

Jim

Please find attached an estimate of what I think the annual operational cost for a 727 is based on 400hrs private flying. Please ignore the aircraft type as Challenger 850 as I do not have the aircraft type in my list of aircraft. I will have to amend this once I am in the office. The numbers are based on the following assumptions from industry colleagues who operate 727's themselves :

- * Fuel burn of 1575 gallons per hour
- * Fuel price of 3.5USD per gallon. (this is roughly the price in Dubai but can increase when in Europe to almost double in some airports)
- * Maintenance reserves of 1,100USD per engine per hour (3,300USD per hr in total)
- * Variable cost of about 2000USD per hr (landing fees,catering,ground handling, laundry etc,phone bills etc)

Further to the above number, I have made some educated assumptions on salaries per year for the crew. These of course are subject to what you can negotiate but I doubt I am far off from reality:

- * 2 Captain at 120,000USD
- * 1 First Officer at 90000 USD
- * 2 Cabin Attendants at 69000USD
- * 1 Flight engineer at 90,000USD

The hourly cost is coming out to 14,327USD (5,730,540/400). In my opinion this is a conservative number and is likely to higher if you regularly buy fuel abroad. . Noise restrictions in Europe are moving to stage 4 and currently the aircraft under consideration is certified for stage 3 and will be unable to fly into Europe once stage 4 is brought into effect.