

From: Jeffrey Epstein <jeevacation@gmail.com>
To: [REDACTED]
Subject: Re: GII update
Date: Tue, 23 Nov 2010 01:20:21 +0000

ok

On Mon, Nov 22, 2010 at 8:32 PM, <[REDACTED]> wrote:

Jeffrey,

for your approval,

I am planning to do engine runs tomorrow and cockpit checks, if all goes well, I plan to test fly Wed morning, then continue to NY later that day.

Maintenance invoice was \$ 213,424.78

I'm in the process of receiving a credit of \$ -7,959.00

final wire estimate is \$205,465.78

please advise if this is approved?

Rich, this would be considered aircraft improvements;

-Update Universal FMS software including \$16,875.00

-High speed data loader (replaces floppy drive to USB port) \$10,350.00

The FMS upgrade was necessary, since no loaners or parts were available for our current FMS software. previous data load was a floppy drive,.

high cost Repair items breakdown:

-replace cockpit DV window: \$11,635.18

-replace cockpit L/H side window: \$14,429.05

-replace cockpit R/H window: \$14,429.05

-repair R/H spoiler board due to corrosion: \$6,616.00

-replace L/H spoiler board due to corrosion: \$8,496.00 (beyond repair limits).

-Nose landing gear corrosion on strut: \$10,815.00

-Xray rear pressure Bulk head for integrity \$7,500.00

-inspect fuselage penetration integrity \$9,000.00

-replace emergency exit Ni-cad battery's \$6,788.00

-install new Bose headset jacks and repair cockpit intercom system \$5,400.00

flat rate of inspection \$87,895.00

There were 279 miscellaneous items for remaining cost:

our budget was \$250K, project completion price: \$257,372.28 total including the \$27,225.00 for FMS upgrading.

Rich, there will be some additional small cost of items that were not invoiced at delivery, to be paid at later date,

thank you,

Larry

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