

From: "jeffrey E." <jeevacation@gmail.com>
To: lvjet <[REDACTED]>
Subject: Fwd: Re:
Date: Mon, 01 Dec 2014 15:24:19 +0000

please forward

----- Forwarded message -----

From: Alireza Ittihadieh <[REDACTED]>
Date: Mon, Dec 1, 2014 at 10:21 AM
Subject: RE: Re:
To: "jeffrey E." <jeevacation@gmail.com>

My advise from the word get go was keep the changes to a minimum.

Now would you like to share the desired Floor Plan and I will ask Jet Aviation to look at it.

V-BR
Alireza

From: jeffrey E. [mailto:jeevacation@gmail.com]
Sent: Monday, December 1, 2014 2:49 PM
To: Alireza Ittihadieh
Subject: Re:

I am in receipt of your e-mail and attachments.

In reviewing the current and the desired floorplans I realized the layout for the latter hardly retains any seats, divans, furnishings, bulkheads, side-ledges or monuments in their current cabin location.

This kind of radical floorplan change would require quite large non-reoccurring engineering (NRE) and certification (STC) effort.

The upper and lower supporting structure, potable, gray and waste water plumbing, electrical (IFE/CMS/Cabin Lighting, etc), periphery (i.e. headliners, valances and domes) system, in the current cabin layout would have to be demoded as to allow the new cabin layout.

Not being the completion center holding the original interior STC approved engineering data package we would have to create the engineering data required to support the certification process (STC) for the new configuration. The FAA certification level is greater today than it was in 1999, when the original interior was initially certified (STC)

In order to salvage and reuse the existing seats, divans, furnishings, bulkheads, side-ledges or monuments the engineering for the installation of these cabin elements would have to be validated.

There is the risk that many of the cabin elements certified in the 1999 STC could not be certified in today's regulatory environment.

In essence the NRE, labor and material costs and the down-time time involved for the desired floorplan would be even greater than starting with a green aircraft without an interior already in place (8-12 months down-time and

\$25.0 M. to \$30.0 M price range) as we would have to spend quite a bit of effort in analyzing and validating the original interior.

On the other hand, if acceptable to your Principal, we were able to work around the existing interior distribution layout and limit the refurbishment efforts to incorporating new materials and design features we would be in the 4-8 months down-time and \$5.0 M to \$7.0 M budgetary price range.

Thanks and Best Regards!
Patricio

Patricio Altuna
Executive Vice President Sales & Marketing
Associated Air Center
8321 Lemmon Ave
Dallas, TX, 75209

On Mon, Dec 1, 2014 at 7:24 AM, Alireza Ittihadieh <[REDACTED]> wrote:

I have put my entire 58 aircraft experience on the table for free, I am not sure which pet of what I have advised you was flawed that you didn't want to listen to?

There is no one who can direct you better than I can, I have delivered the most aircraft and you are getting opinions expressed to you that are not supported by the required information.

The safest way to do what you want to do is in Basel as they have all the Original drawings. There is one place that could manage this in the US.

I am still willing to assist you if you have the desire to.

V-BR
Alireza ITTIHADIEH
President & Chief Executive
[+1 441 505-1062](tel:+14415051062)

From: jeffrey E.

Sent: Monday, 1 December 2014 11:57

To: Alireza Ittihadieh

Subject:

we've run into engineering issues, it seems the only place possible as they have the original stc would be based on the consensus is that as you said the engineering would be paramount. Some things installed no longer meet cert, under new standards. We will look more carefully in the next few days

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