

From: J <jeevacation@gmail.com>
To: lvjet <[REDACTED]>
Subject: Re: Updates
Date: Fri, 12 Oct 2018 20:24:52 +0000

but you should email ben and wendy that an N registration, would require fuel mitigation.

On Fri, Oct 12, 2018 at 4:23 PM Larry <[REDACTED]> wrote:

Correct, but any FAA - Federal Air Regulation "FAR" does not apply to foreign registered aircraft, Ben's BBJ jurisdiction is P4 which appears to be registered in Aruba. It depends on Aruba's CAA, (Civil Aircraft Authority).

Sent from my iPad

On Oct 12, 2018, at 4:17 PM, J <jeevacation@gmail.com> wrote:

but ben bbj is not 91

On Fri, Oct 12, 2018 at 4:10 PM Larry Visoski <[REDACTED]> wrote:

Jeffrey

I spoke to Charlie Blieberg my FAA (PMI) Principle Maintenance Inspector, he confirms, that under FAR 91-1507 for fuel tank inspection programs, doesn't mention requirement for FAR 91 Operations, including BBJ under FAR91 ops.

[REDACTED]
Charlie also informed a BBJ can operate under FAR91 using an STC that Boeing and Associated Air in Texas own, which reduces the Useful load of the BBJ to under 6000lbs, and has less than 19 belted seats for passengers..

*** (How ever, Associated Air closed their doors in March of this year, its unknow what happens to the STC that allows FAR91 operations of a BBJ for new owners, Any BBJ that operates FAR 125, FAR 135 or FAR 121 Must have fuel tank mitigation completed to operate after Dec 26, 2017. As you stated. FAR 91 is Exempt from fuel mitigation..

Wendy, BBJ2

Wendy called me, the Boeing Test flight happened last week, the Buyer has NOT signed the Purchase Agreement yet, and is stalling.. Wendy would like to pass on the current buyer and have you make an offer..

Wendy asked if you would share:

- 1-how much would you offer,
- 2-PreBuy conditions,
- 3-how fast could you close?

Thx
Larry

Sent from my iPad

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