

**From:** J <jeevacation@gmail.com>  
**To:** Larry Visoski <[REDACTED]>  
**Subject:** Re: GIV sale update  
**Date:** Thu, 21 Mar 2019 14:29:50 +0000

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Ok

On Thu, Mar 21, 2019 at 2:22 PM Larry Visoski <[REDACTED]> wrote:

Jeffrey,

Appears, Thomas the GIVBuyer needs a (Flight Data Recorder) FDR installed in the GIV for Charter operations in Europe, its not required in the USA under FAA jurisdictions or Regs, due to the age of built / 1988.

Thomas has not brought this to my attention yet, he will get his Log book report from Tony, who works for Stevens Aviaiton by Friday/tomorrow.

My gut tells me, if he moves fwd, he is going to ask for a discount. No price reduction has been mention to me so far, I guess we wait to hear from Thomas.

Thx

Larry

This email is from Stevens Aviaiton:

The EASA rule is you have to have an FDR and a QAR and be on a QAR program to go to Europe as a 135 aircraft. It only applies to commercial (FAR 121 and 135) carriers. This became mandated around November of 2016.

Windsor Jet tried to go around the system and got busted last year in England.

It does not affect Part 91 operators

FAA Advisor Circular AC20-141B is the most current regarding FDR or DFDR for aircraft. You can look at the decision tree in the AC. The shorter answer is FDR is NOT required for 91 or 135 aircraft manufactured before 1997. Since the date of manufacturer is 1988, it is not required.

Hope this helps.

[https://www.faa.gov/documentLibrary/media/Advisory\\_Circular/AC\\_20-141B.pdf](https://www.faa.gov/documentLibrary/media/Advisory_Circular/AC_20-141B.pdf)

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