
From: jeffrey epstein <jeevacation@gmail.com>
Sent: Tuesday, April 24, 2012 6:33 AM
To: [REDACTED]
Subject: Re: GII engines in 2014

I'm aware

Sent from my iPad

On Apr 24, 2012, at 1:48 AM [REDACTED] wrote:

> Jeffrey,
> Just a reminder, during my conversation with AvPro's Kevin White, their so-called Gulfstream expert, Kevin mentioned the "possible" Federal mandate to eliminate Stage II ops in the Continental US by the year 2016. I don't think anyone knows if this law will pass, and feel the NBAA "National Business Aircraft Assoc. will offer resistance when it comes time to pass such a law.
> Gulfstream II is stage II
> Boeing 727 is stage III and is ok.,
>
> Another real issue will be the corrosion/overhaul inspection on the
> GII engines due in 2014, their 40 inspection, (10 year calendar requirement) the GII was built in 1974. I will get firm estimates, but planning on \$480,000 + per engine, this may be more value than the hull of the aircraft, most operators according to AvPro have been parting the aircraft out and getting more value, then spending the money for overhauls, since value is below \$1M for the GII. I have heard the African charter companies have been purchasing most GII and GIII's. I seen three GII's on the ramp in Abidjan when we visited, Just heads up info.,
>
> Thank you,
> Larry
> Sent via BlackBerry by AT&T
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