

To: jeevacation@gmail.com[jeevacation@gmail.com];
jeevacation@gmail.com[jeevacation@gmail.com]
From: [REDACTED]
Sent: Sat 6/18/2011 4:17:51 PM
Subject: letter to flight options?

Jeffrey,
how does this look?, would you like to make any changes?
thanks,
Larry

Flight Options, E team,.

Please forward this email to the department manager,.

Ref: Freedom Air International, Inc. June 18th, 2011 trip # 1539496 BED-TEB.

During the flight this morning from BED - TEB, Mr. Epstein and his passengers experienced an abrupt aircraft maneuver during normal flight regime. Mr. Epstein was informed by the pilots a "near Miss" had occurred due to an approaching aircraft, common knowledge that New York metropolitan area is the busiest environment for traffic in the world, and is one of the main reasons TCAS (Traffic Collision Avoidance System) exists.

Mr. Epstein was informed after the incident, the TCAS system was INOP for his flight, and was MEL'd (Minimum Equipment List) for the flight to continue. This flight would operate no higher than 23,000 feet which is the low altitude sector of New York metro area, and most likely would be flown lower than 18,000 feet which is the VFR ceiling altitude.

How long has the TCAS system been MEL'd on the aircraft?

Mr. Epstein should have been informed that the TCAS system was inoperable and been given the choice to continue the flight or wait for a replacement aircraft to be brought in.

I would think it only fair that Freedom Air International should not be charged for this flight, since a fully operation aircraft was not used, and the discomfort your passengers experienced watching the other aircraft pass less than 300 ft from the flight options aircraft.

Sincerely,

Lawrence Visoski

Chief Pilot,

Freedom Air International, Inc.
3800 Southern Blvd. suite #204
West Palm Beach, Fl. 33046