
From: jeffrey E. <jeevacation@gmail.com>
Sent: Wednesday, May 17, 2017 10:55 AM
To: [REDACTED]
Subject: send to bob

Dear Darren,

Further to the emails below, we have now discussed the points raised with Royal Jet.

To keep matters moving forward, please find attached a revised draft of the Aircraft Purchase Agreement (in clean and red-line against the last draft) (which remains subject to the further review of Royal Jet).

Please note the following:

1. Section 1.2: Royal Jet have agreed that all 3 engines may undergo the boroscopic examinations at the same time prior to the main pre-purchase inspection. Royal Jet will require that, at the least, those examinations follow the inspection process for the aircraft itself in that the engines should be accepted if they are in the Delivery Condition (rather than there being a wider discretion). Note that Royal Jet are incurring costs in grounding two aircraft to complete these examinations and potential swaps and that the inspection process is already in the Purchaser's favour given it is rare there is no discrepancy requiring rectification.
2. Section 3(c): Royal Jet accepts that the Purchaser will not have complete control over Etihad, so we have made the requirement to commence the inspection by 18 December subject to the availability of Etihad. As a general point, it is important that we finalise the Aircraft Purchase Agreement and confirm this slot quickly so we do not lose it.
3. Section 3(d): Boroscopic examinations of the engines are now excluded from the main pre-purchase inspection given they will already have been carried out.
4. Section 3(e): Royal Jet will permit further flight tests to be carried out, but if they are not necessary as per manufacturer's maintenance manual for release to service then the Purchaser should pay for them.
5. Section 3(f): Royal Jet has agreed to remove the time limit on provision of the inspection report (so it will simply be provided "as soon as is reasonably practicable").
6. Section 14(a): Given we have not made any progress in inserting an actual amount for the combined single limit, in order to move this forward, we have simply made reference to a market standard amount.
7. Section 15(f): We have corrected the typos referenced below.

We will forward the aircraft specs and inspection scope to you once received from Royal Jet. Once those are inserted, we should be able to put the Aircraft Purchase Agreement into execution form and proceed with signing.

We look forward to hearing from you.

Kind regards,

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