JetPerfect,LLC™

AIRCRAFT, LIMOUSINE

AND

INTERNATIONAL BUSINESS DEVELOPMENT

CONSULTING AND SERVICES

Telephone: (415) 377-5104

email: info@jetperfect.com

website: http://www.jetperfect.com

JetPerfect,LLC™

Dear Friends,

Welcome to JetPerfect,LLC. We are a full service consulting and business development Limited Liability Company offering a wide variety of vertically integrated services; ranging from Aircraft Charter Brokerage and Sales; Limousine, Bus, and Event Planning Organization, and Support; to International Finance Analysis, Capitalization, Private Equity Procurement and Placement, and Marketing.

Our clients range from innovators in Biotechnology to Authors and Intellectuals of world fame and stature; from Multinational Corporations with representation in the United States and abroad, to Artists, Scientists, Academy Award Winners, and Entrepreneurs of the most profound creativity and forward-looking vision and intent.

We invite you to peruse and reflect upon our materials; while riding or flying in the luxury, safety, and comfort of one of our JetPerfect Aircraft or Limousines. We hope you will consider using any one or all of our services in the future, and that you will contact us with any and all suggestions and recommendations on ways in which we can improve on and enhance your experience and association with us.

Thank you for the opportunity to serve you.

2322 Shattuck Avenue, Suite #309 * Berkeley, California 94704 * Tel: (415) 377-5104 * Fax (415) 843-0546 * http://www.jetperfect.com

Sample Available Aircraft

Lear 35 Features

Satelite Phone
Forward Potty
Air-Conditioning
Engine: Garret TFE 731
Extended Trip Seating 6
Range 2000 Nautical Miles

Lear 55

Flight Phone
Enclosed Lavatory
Air Conditioning
Club Seating
Max Seating 6
Ability to fly coast to coast, non-stop; depending on winds

Lear 60

Flight Phone
Enclosed Lavatory
Air-Conditioning
Interior Club Seating
Seats 8 in a comfortable club position with a two-place forward couch
Range: 2,783 Miles

GULFSTREAM IV

Features

Forward Galley
2 Lavatories
Aft Stateroom
17 Passenger seats plus 3 crew
Range 4,859 Miles
Non-Smoking
Engine: Turbofan

CHALLENGER 601

Features

SAT Phones
Fax
Full Galley
Non-Smoking
Seats 8 in a comfortable club position with a two-place forward couch
Range: 2,783 Miles

JetPerfect™

HELICOPTER ALLIANCE

Email: helicopter@jetperfect.com

Tel: (415) 377-5104

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The following nine pages include examples of aircraft utilized on one or more JetPerfect Aircraft Charter missions; to include:

1. the **Robinson 44**
2. the **Bell 407**
3. the **Cessna 172**
4. the **Pilatus PC-12**
5. the **King Air 100**
6. the **Cessna Chancellor 414**
7. the **Lear 35**
8. the **Lear 55**
9. the **Phenom 100**

Additional available aircraft include; but are not limited to: the **Citation X**, the **Challenger 601** , the **Challenger 300**, the **Global Express**, and the **Gulfstream V**.

Please contact: quotes@jetperfect.com
for detailed quotations on the aircraft and
mission of your choice.

JetPerfect,LLC
HISTORY OF
AIRCRAFT UTILIZED

ROBINSON 44

BELL 407

CESSNA 172

PILATUS PC-12

KING AIR 100

LEAR 35

LEAR 55

PHENOM 100

CHANCELLOR 414

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Robinson 44

The **Robinson R44** is a four-seat light helicopter produced by Robinson Helicopter Company since 1992. Based on the company's two-seat Robinson R22, the R44 features hydraulically assisted flight controls. It was first flown on 31 March 1990 and received FAA certification in December 1992, with the first delivery in February 1993.

The R44 has been the world's best-selling general aviation (GA) helicopter every year since 1999. It is the most-produced GA aircraft of the 21st century, with 5,805 deliveries from 2000-2017

The R44 is a single-engined helicopter with a semi-rigid two-bladed main rotor, a two-bladed tail rotor and a skid landing gear. It has an enclosed cabin with two rows of side-by-side seating for a pilot and three passengers. Tail rotor direction of rotation on the R44 is reversed compared to the R22 for improved yaw control authority. On the R44 the advancing blade is on the bottom.

Designed during the 1980s by Frank Robinson and his staff of engineers, the R44 first flew on 31 March 1990. The R44 **Astro** was awarded an FAA Type Certificate in December 1992, with the first deliveries taking place in January 1993. The first R44 **Newscopter** featuring onboard electronic news gathering equipment was delivered in 1998. In January 2000, Robinson introduced the **Raven** with hydraulically assisted controls and adjustable pedals. In July 2002, Robinson introduced the **Raven II** featuring a more powerful, fuel-injected engine and wider blades, allowing a higher gross weight and improved altitude performance.

During November 2015 Robinson announced the **Cadet,** a Raven I with a cargo area instead of the two back seats, a slightly less powerful engine and a more efficient muffler

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Bell 407

The Bell 407 is a four-blade, single-engine, civil utility helicopter; a derivative of the Bell 206L-4 LongRanger. The 407 uses the four-blade, soft-in-plane design rotor with composite hub; instead of the two-blade, semi-rigid, teetering rotor of the 206L-4. The Bell 407 is frequently used for transport, as an air ambulance, electronic news gathering, and movie making.

In 1993, Bell began the development of the New Light Aircraft as a replacement for its Model 206 series. The program resulted in the 407, a development of Bell's LongRanger. A 206L-3 LongRanger was modified to serve as the 407 demonstrator. The demonstrator used hardware for the 407 and added molded fairings to represent the 407's wider fuselage then under development.

The demonstrator was first flown on April 21, 1994, and the 407 program was publicly announced at the Heli-Expo in Las Vegas, Nevada, in January 1995. The first 407 prototype (C-GFOS) accomplished its maiden flight on June 29, 1995, and the second prototype (C-FORS) followed on July 13, 1995. After a short development program, the first production 407 (C-FWQY/N407BT) flew on November 10, 1995.

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Cessna 172

The **Cessna 172 Skyhawk** is a four-seat, single-engine, high wing, fixed-wing aircraft made by the Cessna Aircraft Company. First flown in 1955, more 172s have been built than any other aircraft.

Measured by its longevity and popularity, the Cessna 172 is the most successful aircraft in history. Cessna delivered the first production model in 1956 and as of 2015, the company and its partners had built more than 43,000. The aircraft remains in production today.

The Cessna 172 started life as a tricycle landing gear variant of the taildragger Cessna 170, with a basic level of standard equipment. In January 1955, Cessna flew an improved variant of the Cessna 170, a Continental O-300-A-powered Cessna 170C with larger elevators and a more angular tailfin. Although the variant was tested and certified, Cessna decided to modify it with a tricycle landing gear, and the modified Cessna 170C flew again on 12 June 1955. To reduce the time and cost of certification, the type was added to the Cessna 170 type certificate as the Model 172. Later, the 172 was given its own type certificate, 3A12. The 172 became an overnight sales success, and over 1,400 were built in 1956, its first full year of production.

Early 172s were similar in appearance to the 170s, with the same straight aft fuselage and tall landing gear legs, although the 172 had a straight tailfin while the 170 had a rounded fin and rudder. In 1960, the 172A incorporated revised landing gear and the swept-back tailfin, which is still in use today.

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Pilatus PC-12

The **Pilatus PC-12** is a single-engine turboprop passenger and cargo aircraft manufactured by Pilatus Aircraft of Switzerland. The main market for the aircraft is corporate transport and regional airliner operators. The PC-12 holds the distinction of being the best-selling pressurized, single-engine, turbine-powered aircraft in the world.

In October 1989, Pilatus announced the development of the PC-12 at the annual convention of the National Business Aviation Association (NBAA). Prior to the 1989 announcement, the PC-12 project had been worked on for some time under high levels of secrecy; by the time of the announcement, assembly of the first prototype had already commenced. Pilatus believed that the PC-12 would fit a new market not served by existing aircraft, and that the type would be the first single-engine aircraft capable of a large volume at high speed across long distancesThe two prototypes were completed on 1 May 1991, with the first flight taking place on 31 May 1991. Swiss certification of the type had been originally planned for mid-1991; however, a redesign of the wings (increase of wingspan and addition of winglets to ensure performance guarantees were met) delayed progress. On 30 March 1994, the Swiss Federal Office of Civil Aviation issued the type certificate for the PC-12; Federal Aviation Administration approval in the U.S. followed on 15 July 1994.

Since entering service, Pilatus developed a large number of improvements and options upon the original PC-12 model; amongst these changes include increases in the maximum takeoff weight, the use of increasingly powerful engines, the adoption of new avionics, noise-reduction measures, new propellers, speed and range increases, additional interiors, and new inflight entertainment systems. Other aviation firms, such as Finoff Aviation Products, have also produced their own independent products and aftermarket enhancement packages for the PC-12

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King Air 100

The **Beechcraft King Air** family is part of a line of utility aircraft produced by Beechcraft. The King Air line comprises a number of twin-turboprop models that have been divided into two families; the Model 90 and 100 series developed in the 1960s are known as King Airs, while the later T-tail Model 200 and 300 series were originally marketed as Super King Airs, with "Super" being dropped by Beechcraft in 1996 (although it is still often used to differentiate the 200 and 300 series King Airs from their smaller stablemates).

The King Air was the first aircraft in its class and has been in continuous production since 1964. It has outsold all of its turboprop competitors combined. It now faces competition from jet aircraft such as the Embraer Phenom 100, Honda HA-420 HondaJet and Cessna Citation Mustang; as well as from newer turboprop aircraft including the Piaggio P180 Avanti, and single-engine Piper Malibu Meridian, Pilatus PC-12, and Socata TBM.

The Model 100 was flown for the first time on 17 March 1969 and unveiled to the public in May. A total of 89 Model 100s were built before it was superseded by the **Model A100** in 1972, with a further increase in MTOW to 11,500 lb (5,220 kg), fuel capacity increased by 94 US gallons (360 L), and four-bladed propellers. A total of 157 A100s were built by the time production of this model ceased in 1979. The next in the series was the **B100**, which featured 715 shp (533 kW) Garrett AiResearch TPE-331 engines as an alternative to the Pratt & Whitneys offered on other King Airs, and another increase in MTOW to 11,800 lb (5,350 kg). The B100 was introduced in 1976 and was produced concurrently with the A100 for several years; manufacture ceased in 1983 after 137 were built. The Model 200 Super King Air was developed from the Model 100, with the same fuselage design (with some differences, mainly associated with the different tails) being used for both models. The Model 200 had different wings and a T-tail and entered service in 1974.

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CHANCELLOR 414

The **Cessna 414** is an American light, pressurized, twin-engine transport aircraft built by Cessna. It first flew in 1968 and an improved variant was introduced from 1978 as the **414A Chancellor**.

The pressurized 414 was developed to appeal to owners of un-pressurized twin-engined aircraft and was based on the fuselage of the Cessna 421 and used the wing design of the Cessna 401. The 414 is a low-wing cantilever monoplane with a conventional tail unit and a retractable tricycle landing gear. It is powered by two wing-mounted 310 hp (231 kW) Continental TSIO-520-J horizontally opposed-six piston engines. The prototype, registered N7170C, first flew on 1 November 1968 and production aircraft were available in a number of optional seating arrangements and avionic packages. The name **Chancellor** was used for models marketed from 1976. An improved variant the **Cessna 414A Chancellor** was introduced in 1978 with the major change being a re-designed and increased-span wing with integral fuel tanks and an extended nose to give more baggage space.

Modifications[edit]

Many supplemental type certificates exist for the aircraft that allow upgrades to improve performance. Common are engine and aerodynamic modifications, including winglets In 1974, American Jet Industries built a turboprop-powered conversion of the Cessna 414, named the **Turbo Star Pressurized 414**, using Allison 250-B17B engines. Scenic Airlines of Las Vegaspurchased the rights to the design in 1977 Thielert has offered engine conversions using their Centurion Engine. This involves the installation of FADEC-controlled aviation diesel piston engines that run on commonly available jet fuel. Thielert claims increased power and improved fuel economy over other available conventional piston engines.

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Lear 35

The **Learjet Model 35** and **Model 36** are a series of American multi-role business jets manufactured by Learjet. The aircraft are powered by two Garrett TFE731-2 turbofan engines. Its cabin can be arranged for 6-8 passengers. The longer-range Model 36 has a shortened passenger area to provide more space in the aft fuselage for fuel tanks.

The engines are mounted in nacelles on the sides of the aft fuselage. The wings are equipped with single-slotted flaps. The wingtip fuel tanks distinguish the design from other aircraft having similar functions.

The concept which became the LJ35 began as the Learjet 25BGF (with GF referring to "Garrett Fan"), a Learjet 25 with a then-new TFE731 turbofan engine mounted on the left side in place of the 25's General Electric CJ610 turbojet engine. This testbed aircraft first flew in May, 1971. As a result of the increased power and reduced noise of the new engine, Learjet further improved the design, and instead of being simply a variant of the 25, it became its own model, the 35.

The original **Model 35** was powered by two TFE731-2-2A engines and was 13 inches longer than its predecessor, the Model 25. First flight of the prototype Model 35 was on 22 August 1973, and the aircraft was FAA certified in July, 1974. It could carry up to eight passengers. There were 64 base-model 35s built.

The **Model 35A** is an upgraded Model 35 with TFE731-2-2B engines and a range of 2,789 miles, with a fuel capacity of 931 US gallons (3,524 L) with refueling accomplished at ground level through each wingtip tank. It was introduced in 1976, replacing the 35. Over 600 35As were built, with a production line that ended with serial number 677, in 1993

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Lear 55

Learjet is a Canadian owned, American manufacturer of jet aircraft. Founded in the late 1950s by William Powell Lear as **Swiss American Aviation Corporation**, it has been a subsidiary of Canadian Bombardier Aerospace since 1990, which markets it as the "Bombardier Learjet Family". The 3,000th Learjet was delivered in June 2017.

Learjet was one of the first companies to manufacture a private, luxury aircraft. The basic structure of its original Swiss P-16 aircraft was seen by Bill Lear and his team as a good starting point to the development of a business jet, and formed the **Swiss American Aircraft Corporation**, located in Altenrhein, Switzerland and staffed with design engineers from Switzerland, Germany and Britain.

The aircraft was originally intended to be called the **SAAC-23**. or at one time the 'Tina Jet'. Although building the first jet started in Switzerland, the tooling for building the aircraft was moved to Wichita, Kansas, in 1962. Bill Jr stated that it took too long to get anything done in Switzerland despite the cheaper labor costs. LearJet was in a temporary office which opened in September 1962 while the plant at Wichita's airport was under construction. On February 7, 1963 assembly of the first Learjet began. The next year, the company was renamed the **Lear Jet Corporation**.

The original Learjet 23 was a six- to eight-seater and first flew on October 7, 1963, with the first production model being delivered in October 1964. Just over a month later, Lear Jet became a publicly owned corporation. Several derived models followed, with the Model 24 first flying on February 24, 1966 and the Model 25 first flying on August 12, 1966. On September 19 of the same year, the company was renamed **Lear Jet Industries Inc.**

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Phenom 100

The **Embraer EMB-500 Phenom 100** is a very light jet developed by Brazilian aircraft manufacturer Embraer, type certificated as the EMB-500. In April 2017, 350 were in service in 37 countries.

The Phenom 100 has an oval fuselage with a 7.985 m^3 (282 ft^3) passenger cabin, a 1.47 m-high by 0.74 m-wide (4.5'x2.1') door and 1.2'x1' windows. Its unpressurized cargo hold is 1.56 m^3 (54.9ft^3). Its structural life is 28,000 flight cycles or 35,000 hours, built of 20% composite materials.

It has capacity for four passengers in its normal configuration, but it can carry up to seven passengers with a single crew, with an optional side-facing seat and belted toilet. The cabin interior is designed by BMW DesignworksUSA.

The aircraft is fitted with two rear-mounted Pratt & Whitney Canada PW617-F turbofan engines rated at a takeoff thrust of 7.2 kN (1,695 lb) to ISA+10 °C. The engines have dual full authority digital engine control (FADEC). An automatic performance reserve (APR) feature boosts engine output to 1,777 lb in the event of engine failure on takeoff. Later model PW 617 F-E models have a ten-minute thrust rating at 1,820 lb.

It has a maximum flying range of 1,178 nmi (2,182 km) with four occupants and NBAA IFR Reserves.

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Aircraft Charter Quote

Aircraft Type: 12 passenger
Date of Trip: 9/17/2016
Date Quoted: August 9th, 2016
Quote Number: 108754
Qoted By:
Tail Number:

Customer TBD

Contact
Address:
Phone:

Leg#	Date	ETD	FROM	TO	ETA	MILES	PAX	ETE
1	9/17/2016	9:00	OAK	PHOG	11:12	2039	12	5.2 HRS
2	9/21/2016	12:00	PHOG	OAK	19:47		12	4.8 HRS

Total Leg Amount

Aircraft Flight Charges
Aircraft Positioning Charges

SUBTOTAL
Additional Crew Cost
Airport Landing Fees
Fuel Surcharge

SUBTOTAL
Federal Excise Tax
TOTAL NOTE: ASSUMES AVAILABILITY AT TIME OF BOOKING **$85,000**
APPROVED BY: DATE:

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Clients have included the following:

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Rita Moreno(Academy Award; West Side Story)
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Carole Hart, Founder; Carole Hart Fitness
General Electric (www.ge.com)
ART.COM Foudner: Joshua Chodniewicz
Baltimore Symphony Orchestra
Public Theatre of New York
University of California
Sarah Silverman (Comedian; Saturday Night Live)
White Collar of Beijing (www.white-collar.com)
Mark Morris/Mark Morris Dance Group
Alvin Ailey American Dance Theatre
Van Jones, Special Advisor to President Obama
The Rockefeller Family
Levi Strauss (www.levi.com)
All-Star Pitcher, Trevor Hoffman; San Diego Padres
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Stanford
Univeristy
BASF Group
Prince of Saudi Arabia
Intel(www.intel.com)
New York University (NYU)
Embassy of Venezuela
ADOBE Software
BNSF Railway
Bruce Norris (Pulitzer Prize and Tony Award winner)
Juliard
Mary Zimmerman (Two-Time Tony Award winner)
NOKIA (www.nokia.com)
Chase Bank (www.chase.com)
Mars, Incorprated

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EarthJustice (earthjustice.org)
DermTech

Mountain Works Theatre
City University of New York
MarketWatch
Cal Tech
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Ernest Siravo

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Instructor/CFI #: 3331375CFI
11/15

July 3, 2014

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TO FURTHER ASSIST YOU, PLEASE CONTACT US AT:
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December 27th, 2017

Re: Jet Needs

Good Afternoon San Francisco Concierge team,

Just an FYI, I would like to share a feedback and maybe a new contact for your team if you ever need a Private Jet or Helicopter for a guest.

I got a chance to work with Mr. Ernie Siravo from Jet Perfect company.
http://www.jetperfectair.com/Home_Page.html.
We worked on a private transfer for one of our high profile guests, and Mr. Siravo provided amazing job. It was very easy to get in touch with him even outside of his work hours and he provided 100% professional service.

If you ever need his services please feel free to reach out to him on his phone 415 377 5104 or an email address eds@jetperfect.com

Thank you and All the Best in New Year of 2018

Marek
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