

February 9, 1988

Lester Bridgeman, esq.  
Miller, Hamilton, Snider, Odom, & Bridgeman  
254 State Street  
Mobile, Alabama 36603

Dear Lester,

Subject: GE90 Engine Transportation

We are writing in support of the Heavylift-VolgaDnepr application for emergency exemption from 49 U.S.C 40109 (g) to permit transportation, by Heavylift-VolgaDnepr AN-124 aircraft, for five General Electric Aircraft Engines (GE) GE90 aircraft engines and their components. These air shipments will comprise of four separate flights required on the following dates: February 12<sup>th</sup>, 18<sup>th</sup>, 25<sup>th</sup> and March 4<sup>th</sup>, 1988. These engines will be trucked from Peebles, Ohio to the Wilmington, Ohio Airport, to be flown for delivery to The Boeing Company in Seattle, Washington.

The engines scheduled to ship on Thursday February 12<sup>th</sup> are currently in the test and prep to ship cycle at the GE Peebles Test facility. They have been delayed through the manufacturing process for various reasons, and are extremely late to the Boeing required date to meet aircraft delivery commitments. The first engine was required at Boeing approximately 5 weeks ago, and the second engine was required at Boeing 4 weeks ago. The engine scheduled to ship on February 18<sup>th</sup> is in the final stages of the manufacturing cycle at Assembly, and will be testing in preparation for shipment to Boeing early the week of February 9<sup>th</sup>. The balance of the engines that we are requesting to fly are in various stages of manufacturing at our Assembly facility. The projected ship dates for these engines are delinquent to the Boeing Company by at least 3 weeks.

The only way to meet the Boeing Company's schedule for aircraft delivery commitment to its airlines is to fly these engines to Seattle. The GE Assembly facility is working seven days a week in order to continuously improve the status of engine shipments to the Boeing Company.

As an installed engine, the GE90 engine will be shipped fully assembled. Each GE90 engine measures 23.83 x 12.58 x 13.17 feet and is too large to fit in any U.S. carrier aircraft. As an oversize load, ground shipment of this engine requires ten days. It should be noted that a majority of the GE90 powered B777 aircraft are being delivered to foreign airlines. This delivery will have a favorable impact on the U.S. balance of trade. We hope that we have provided sufficient information. We look forward to a favorable consideration and disposition of the Heavylift-VolgaDnepr's application for emergency exemption.

Thank you for your cooperation. Please contact me with any question or comments.

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General Electric Aircraft Engines  
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cc: P. Clark / Heavylift-VolgaDnepr  
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