
From: J <jeevacation@gmail.com>
Sent: Wednesday, October 10, 2018 3:22 PM
To: lvjet
Subject: Re: BBJ update

With the FAA deadline fast approaching, Boeing 737 operators have two options: a flammability reduction means such as nitrogen inerting or an ignition mitigation means such as AerSafe. All affected passenger aircraft flying within or into the United States and operating under FAR Part 121 must be manufactured to meet the FTFR rule or be retrofitted by December 26, 2017 to avoid being grounded.

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On Wed, Oct 10, 2018 at 11:06 AM Larry Visoski <[REDACTED]> wrote:
<mailto:[REDACTED]>

J=ffrey

Received this from Ben as far as C check status

=ear is due 11/2025

I'll request the CMP Maintenance report to confirm C check inspection dates;

=span style="background-color:rgba(255,255,255,0)">Hi Larry,

<=pan style="background-color:rgba(255,255,255,0)">

<=pan style="background-color:rgba(255,255,255,0)">Thanks for the fast reply and your help getting the info discussed yesterday! Much appreciated !

I can confirm the next "C" (36mo) check will be due by Jan 2020 and the next "D" (48mo) check will be due by January 2021.

We had the "A" (12mo) check and "B" check done during the recent completion along with a bunch of other Calendar and AD/SB items.

Also I can confirm the main Gear Overhaul is due by 11/25/2025.

They are waiting on CAMP to update the task cards sent in for all the recent works and will send me a fresh status report which I'll forward to you ASAP so you can review and confirm the above info.

Speak soon!

Kind regards,

Ben Shira
President

Sent from my iPhone

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=A0 please note

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--0000000000004079e60577e16b73-- conversation-id 325755 date-last-viewed 0 date-received 1539184933 flags 8590195713 remote-id 860783