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**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, B=eing 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] /a>> 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 Maintence =eport 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 rep=ay and your help getting the info discussed yesterday! Much appreciated !

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

We had the "A" (12mo) check and "B" c=eck 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 tas= cards sent in for all the recent works and will send me a fresh status re=ort which I'll forward to you ASAP so you can review and confirm t=e above info.

Speak soon!

Kind regards,

Ben Shira=1  
Presiden=

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