

Regarding this proposal, Chautauqua Airlines previously suspended the fuel pump inspections as allowed in AD 2000-19-02 AMOC dated August 30, 2001 (Signed by Carla Worthy for Melvin D. Taylor, Manager of the Atlanta ACO). Given that this AMOC allowed termination of the repetitive inspections (Once the pumps were upgraded to the 2C7-4 PN), Chautauqua would need further time to reinstitute said inspections. The Proposal currently states 1200 FH from the date of the rule. Chautauqua requests that be changed to 2,000 FH from the date of the rule.

Also requested is a repetitive inspection of 10,000 FH instead of the proposed 8,000 FH inspection. This would align the inspections with the current approved MRB limitations and save operators considerable expense of driving aircraft in for additional maintenance. Given that the inspections have been previously terminated in accordance with the approved AMOC and no indications of the identified issues exist, we feel there is sufficient operational data to justify an extension to this requested 10,000 FH limit.