AIRLINE MAINTENANCE INSPECTION INTERVALS

D6-26100

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INTRODUCTION

This document contains a listing of Boeing airplane operators, the type and model of airplanes/engines in each airline's fleet, and the respective maintenance inspection intervals shown in flight hours (FH), calendar time, or cycles. Also included are contracted maintenance services and notes intended to aid in interval interpretation.

The airframe inspection intervals are shown in terms of frequency under columns entitled "DLY" (Daily), "A", "C", and "D/SI". This type of inspection classification has been generally adopted by the domestic and the international airline industry, as well as the applicable regulatory agencies. The "DLY" being the least inspection, and the "D/SI" Check being the most comprehensive inspection. Airlines not using this classification system may have other terminology such as: station service, field base visit, segmented, intermediate, equalized, phased, or major check, etc.

Please note: **Caution** must be used when comparing the various airline maintenance interval data within this document. The work packages performed at various maintenance check intervals differ from airline to airline as does the terminology used for a particular check.

Escalation of maintenance inspection intervals for airframe/engines is primarily dependent upon each airline's ability to justify escalation of such intervals, based upon operating experience and subsequent negotiations with their regulatory agency. When approved, escalation of these intervals may improve the economy of the airline operation. The purpose of this document is to assist airlines to determine and evaluate current airline maintenance inspection intervals, as well as escalation trends.

This publication, revised semi-annually, is derived from periodic airline/Boeing field reports received by June and December. Updates/corrections are automatically included in the next revision and do not require "telex of receipt by Boeing" acknowledgment. The review of statistical data received from Boeing Field Service Customer Support Representatives is the primary means of update. Document recipients are encouraged to AIRMAIL/ FAX corrected / updated pages or TELEX "INFO ONLY" comments in the interest of accuracy, or to add to the general usefulness of the data.

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The following charts show the recommended inspection intervals and the world’s weighted fleet average intervals for each Boeing airplane model. The Boeing recommendation applies specifically to the introduction of a new production model airplane into an operator's fleet. The world fleet intervals are a weighted average, where factors such as calendar or flight cycle conversions, unusually low or high intervals, accuracy of the reported data base, and the relative size of a customer's fleet can, and do affect the result. Both the Boeing recommended and world fleet average intervals should be viewed with these qualifications in mind.

WORLD'S WEIGHTED FLEET AVERAGE INTERVALS AS OF JANUARY 2009 (SHOWN IN FLIGHT HOURS)

RECOMMENDED INITIAL INTERVALS					WORLD'S WEIGHTED FLEET AVERAGE INTERVALS			
		D / SI						
A	C	HOURS	MONTHS	MODEL	Total A/C*	A	C	D / SI
90	1,800	14,000		**707**	60	112	5,220	18,269
80	1,600	16,000		**727**	344	181	3,039	17,153
125	3,000	20,000		**737-100/200**	362	172	3,164	17,886
250 (8)	4,000 (5) (8)	24,000 (8)		**737-300/400/500**	1,739	261	3,464	25,792
(8)	(8)	(8)		**737-600/700/800/900**	2,667	(8)	(8)	(8)
300	3,600 (1)	25,000 (2)		**747-100/200/300**	236	494	5,626	23,423
600	7,500 (6)	6 years (6)		**747-400**	634	649	5,362	20,431
500 (3)	(4)	(7)		**757**	913	451	7,193	24,827 (7)
750 (3)	(4)	(7)		**767**	834	341	5,219	26,236 (7)
(8)	(8)	(8)		**777**	767	(8)	(8)	(8)
(8)	(8)	(8)		**787**	TBD	(8)	(8)	(8)

* **Total A/C:** Reflects the total aircraft count within this document.

Note: The world weighted averages information listed in the table above is compiled from the January 2009 release. It is based on reported data, so there is no guarantee that it is 100% accurate. The information itemized below is derived from fleet respective MRBR/MPD documents and may be used as a comparison to the information contained in the table above.

1. The Initial C-Check is at 2,600 FH; the second C-Check is at 3,100 FH, and the third and subsequent C-Checks are at 3,600 FH.
2. The Initial D-Check is at 25,000 FH; second and subsequent D-Checks are at 20,000 FH and 747-300 unique Structural Items.
3. The Systems A-Check is at 500 FH. The Structures A-Check is at 300 Flight Cycles (FC).
4. The Systems C-Check is at 6,000 FH or 18 MO, whichever comes first. The Structures C-Check is at 3,000 FC or 18 MO, whichever comes first. The Structures 4C-Check is at 12,000 FC or 72 MO, whichever comes first.
5. A Special Cyclic or Monthly Inspection is required for 737-300/400/500 model airplanes, ATA 54 Nacelles and Pylons.
6. The 747-400 C-Check is at 7,500 FH or 18 MO, D-Check is 6 years with no flight hour restriction.
7. There is no D-Check. The figures included in each airline's individual entry reflect an equivalent 4C-Check interval.
8. There are no required letter checks for 737-600/700/800/900 or 737-200/300/400/500 MSG-3 Maintenance Programs, 777, or 787.

AIRLINE MAINTENANCE INSPECTION INTERVALS

RECOMMENDED INITIAL INTERVALS (FLIGHT HOURS)				MODEL	TOTAI A/C**	WORLD'S WEIGHTED FLEET AVERAGE INTERVALS*** (FLIGHT HOURS)			
A	**D**	**E**	**SI**	**DC-8**	**112**	**A**	**D**	**E**	**SI**
450	5,200	20,000	SI = E			203	4,481	26,842	----
A	**C**	**D**	**E**	**DC-9**	**382**	**A**	**C**	**D**	**E**
100	2,500	----	----			397	3,974	14,642	23,035
A	**SSI 4,000**	**SSI 8,000**	**SSI 12,000**	**DC-10**	**113**	**A**	**SSI 4,000**	**SSI 8,000**	**SSI 12,000**
250	4,000	8,000	12,000			428	4,500	9,259	13,821
A	**SSI**	**SSI**	**SSI**	**MD-11**	**185**	**A**	**C**	**SSI**	**SSI**
350	30 MO	60 MO	120 MO			452	5,575	----	----
R	**C**	**SSI**	**SSI**	**MD-80**	**702**	**A**	**C**	**SSI 15,000**	**SSI 30,000**
----	3,500	15,000	30,000			514	3,866	15,552	28,818
A + ZIP*	**SSI**	**SSI**	**SSI**	**MD-90**	**112**	**A + ZIP***	**C**	**SSI**	**SSI**
450	45 MO	60 MO	90 MO			468	3,594	----	----
A	**SSI**	**SSI**	**SSI**	**B717**	**140**	**A**	**SSI**	**SSI**	**SSI**
450	60 MO	90 MO	120 MO			450	----	----	----

* ZIP = Zonal Inspection Program

** Reflects the total aircraft count within this document.

*** These figures are based on reported data. Since not all airlines report their data, these figures cannot be guaranteed 100% accurate.

DC-8 Inspection Interval Notes: Nacelles:

The recommended program consists of on-aircraft visual inspection, hands-on security checks and inspections for structural damage resulting from specific system operational events. Recommended letter check intervals for Powerplant and Nacelles:

- External A-Check Surveillance Inspection: 200 FH or 125 FC
- General C-Check Visual Inspection: 3,200 FH or 2,000 FC
- Borescope Nacelle Inspections: 1,000 FH or 625 FC

STRUCTURAL PROGRAM – ENGINE AFT MOUNTS

The minimum basic recommended engine mount structural inspection program consists of a 100% internal visual inspection that is supplemented by NDT at engine change. The inspection and maintenance requirements goal is 15,000 FH between inspections.

1. DC-9 Inspection Intervals Notes:

   There is no recommended D- or E-Check intervals, refer to individual airline entries.

2. Inspection Intervals Notes:

   Engine Maintenance Programs have progressed from the arbitrary setting of TBO limits for engine overhaul to a systematic maintenance reliability program which subjects engines to a continuous check process (Threshold Sampling, On Condition Test/Inspection, and Condition Monitoring processes) to determine when a repair or overhaul is actually required. FAA approved CF6-6, CF6-50, JT9D-20 and JT9D-59A Threshold Sampling programs are as described in the respective Power Plant section of the DC-10 MRB.

   The primary engine inspection processes in this program are:

   - Borescope or Isotope Inspections

     Borescope or Isotope inspections provide the means for monitoring the conditions of internal engine components.

   - On-Aircraft Condition Inspections

     The initial on-aircraft condition inspections are primarily inspections of hot section components. Any on-aircraft inspection limit may be increased after the inspection of three samples. These may also be decreased as experience dictates. On-aircraft inspections may also be added to each operator's future program as hard time opportunity or disassembly threshold inspections necessary for controlling reliability at any point in time will be incorporated while others not needed will be available for possible later use if required, or eliminated as experience dictates.

   - Opportunity Inspections

     This part of the program provides that any time a disassembly threshold component is available for inspection without further disassembly, it will be inspected and its condition documented in accordance with the approved program. These inspections may provide the basis for adding or deleting on-aircraft condition inspections that are needed to control reliability.

Initial airframe inspection frequencies established by the DC-10 MRB document dated August 1977 are:

Check	Frequency
A	250
C	3,000*
SSI	4,000 (100% Internal/External)
	8,000 (100% Internal/External)
	12,000 (100% Internal/External)
Structural Sampling**	16,000 / 20000 (14%-17%-20% Internal)

* The initial C-Check interval is 2,000 hours with the following provision for escalating to 3,000 hours: Operators who accomplish one C-Check at 2,000 hours and one C-Check at 2,500 hours, may escalate the C-Check interval to 3,000 hours.

** Structural sampling data, if applicable, will be included in the "Remarks" column adjacent to the operator's entry.

The density of inspections stated in the sampling program represents the fraction of each operator's fleet (or group of operators) that must be inspected by the time specified; e.g. Class 1, 20,000 hours total time do not count. The second sample time limit will be determined on the basis of first sample findings. The sampling inspections are intended to determine the age (total time) of the fleet when fatigue or corrosion deterioration first becomes evident. When the inspection findings indicate the evidence of deterioration, appropriate action will be taken. Such action may include: Increased sampling inspections to 100%; a one time inspection with repair action; a one time modification of the item; or other appropriate action depending on the consequences of allowing the evident deterioration to continue.

MD-80 INSPECTION INTERVALS NOTES

The MD-80 is a derivative model of an in-service aircraft type, rather than a completely new type being introduced into airline service for the first time. As a result, much of the structure and many of the systems, components and installations in the MD-80 are common or equivalent to earlier models of the DC-9. It is probable, therefore, that operators of the MD-80 who also operate earlier models of DC-9 type, perform many of the identified scheduled maintenance actions/ tasks at time limited repetitive intervals which are different from the initial intervals specified. Adjustment of these scheduled maintenance time intervals, actions and/or tasks between DC-9 model aircraft, may be necessary and desirable where a common maintenance program is designed by the operator.

R-Check

A Routine Maintenance Check (RMC) consists of a general visual security inspection, in addition to performance of special and service items. The requirements of the R-Check, subject to the operator’s experience, will be included in the maintenance program at an interval prior to the A-Check.

A-Check

Consists of a general inspection of the interior/exterior of the airplane with selected areas opened up in addition to performance of special and service items. The initial A-Check interval is specified at 450 FH.

C-Check

Consists of a thorough visual check of the general condition and security of installations and adjacent structure in all designated zone areas of the aircraft. Interval areas of the airplane are opened as necessary for adequate visual inspection at 3,500 FH or 15 months, whichever comes first.

STRUCTURAL INSPECTION PROGRAM OUTLINE

The Structural Inspection Program is divided into three parts:

Part 1: Line Maintenance Structural Inspections

Portions of the structurally significant airframe exterior structure and readily accessible internal zones such as wheel wells, cargo compartment, door frames, pylon nacelles, etc., are usually inspected for sound and airworthy condition during line maintenance visits. These inspections are performed on all MD-80 aircraft and reveal starting deterioration at an early age.

Part 2: 100% Structural Significant Inspections

Specific structural significant items of the airframe exterior structure are thoroughly inspected for signs of deterioration. Certain structural significant internal structural elements are made accessible and thoroughly inspected for signs of deterioration. The preceding inspections are performed to detect deterioration of MSG-2 evaluated items thereby confirming the continuation of airframe structural integrity. This type of inspection is referred to as a 100% program and applies to all MD-80 aircraft of the operator's fleet.

Part 3: 100% Area/Zone Non-Significant Structural Inspections

The zone non-significant structural item inspection program identifies the extent of external and internal inspections to be performed within zoned indicated and contains all other primary and secondary items which are considered to be structurally significant to a lesser degree. The "zones" requiring internal inspection identified by the lower time intervals are more exposed to fatigue and/or corrosion causing environmental conditions i.e., underneath galleys, lavatories, and interfacing structures at lower bulkheads. This type of inspection is a 100% program and applies to all MD-80 aircraft of the operator's fleet.

MD-90 INSPECTION INTERVAL NOTES

The C-Check Interval is 3,500 FH or 15 Months (whichever comes first).

The MD-90 is a derivative model of an in-service aircraft type, rather than a completely new type being introduced into airline service for the first time. As a result, much of the structure and many of the systems, components and installations in the MD-90 are common or equivalent to earlier models of the DC-9. It is probable, therefore, that operators of the MD-90 who also operate earlier models of DC-9 type, perform many of the identified scheduled maintenance actions/tasks at time limited repetitive intervals which are different from the initial intervals specified. Adjustment of these scheduled maintenance time intervals, actions and/or tasks between DC-9 model aircraft, may be necessary and desirable where a common maintenance program is designed by the operator.

MD-11 INSPECTION INTERVALS NOTES

Engine Maintenance Programs have progressed from the arbitrary setting of TBO limits for engine overhaul to a systematic maintenance reliability program which subjects engines to a continuous check process (Threshold Sampling) to determine when a repair or overhaul is actually required. FAA approved CF6-80C2 and PW4460 Threshold Sampling programs are as described in the respective Power Plant Reports provided by the engine manufacturer; Pratt & Whitney, Report PWA6214; GE Report CF68062.

The primary engine inspection processes in this program are:

1. **On-Aircraft Condition Inspections**

   Borescope or isotope inspection provides the means for monitoring the conditions of internal engine components. The initial on-aircraft condition inspections are primarily inspections of hot section components. Any on-aircraft inspection limit may be increased after the inspection of three samples. These may also be decreased as experience dictates. On-aircraft inspections may also be added to each operator's future program as Hard Time Opportunity or Disassembly Threshold inspections to show the need for one or more of the many possible inspections. By this method, those inspections necessary for controlling reliability at any point in time will be incorporated while others not needed will be available for possible later use if required, or eliminated as experience dictates.

2. **Opportunity Inspections**

   This part of the program provides that any time a disassembly threshold component is available for inspection without further disassembly, it will be inspected and its condition documented in accordance with the approved program. These inspections may provide the basis for adding or deleting on-aircraft condition inspections that are needed to control reliability.

Initial Airframe Inspection frequencies established by the MD-11 MRB document dated March 2008 (Revision 8) are:

Check	Frequency
A	350 FH (Note 1)
C	4,200 FH/15 months (Note 2)
SSI	AD (100% Internal/external) - 30, 60 month repetitive inspections*
SSI	ED (100% Internal/external) - 30, 60, 120 month repetitive inspections*
Airworthiness Limitations Instructions (ALI)	FD (100% Internal/external) - Refer to ALI Report MDC-K5225*
Structural Sampling**	ED (20%) Internal (Note 3) - 60 month repetitive inspections

* Accidental Damage (AD); Environmental Damage (ED); Fatigue Damage (FD)
** Structural sampling data, if applicable, will be included in the "Remarks" column adjacent to the operator's entry.

Note 1: A-Check

350HR	-	Escalate to next interval after completing a #1C-Check providing A-and C-Check findings are satisfactory.
400HR	-	Escalate to next interval after completing a #2C-Check providing A-and C-Check findings are satisfactory.
450HR	-	Future escalation of program based on satisfactory program results.

Note 2: C-Check

4,200HR/15 MO	-	Escalate to next interval after completing a #2C-Check providing A-and C-Check findings are satisfactory.
4,800HR/15 MO	-	Future escalation of program based on satisfactory program results.

Note 3:

The Structural Inspection Program includes 100% inspections of specified items, as well as sample inspections for some specified ED inspections. All sampling will be a 20% sample, considered either 100% of those items on 20% of the operator’s fleet, or 20% of those items on 100% of the operators fleet. All sample inspections must inspect all previously uninspected areas until 100% of each item/fleet is accomplished.

A group of operators may combine their fleets for the purpose of accomplishing structural sampling inspection requirements. However, scheduling requirements for such combined fleets shall be the same as for any single operator's fleet.

707/720 AIRLINE MAINTENANCE INSPECTION INTERVALS

AIRPLANE TYPE: 707/720		FLIGHT HOUR INTERVALS									
		AIRFRAME						ENGINES			
AIRLINE	CODE	MODEL	QTY	DLY	A	C	D / SI	TYPE	CSI/HSI	TBO	REMARKS
BETA, LTD. (Brazil)	BRQ	300C	4	----	150	3,000		JT3D-3B			
BRAZILIAN AIR FORCE (Brazil)	BRF	300C	4	----	30 DY	24 MO	6 YR	JT3D-3B	----	----	
COLOMBIAN AIR FORCE (Colombia)	CLB	300C	2	----	30 or 30 DY	365 DY or 450 HR	9 YR (1) (2)	JT3D-3B	5,000	10,000	(1) Structural Inspection split in thirds. (2) Low Utilization Program.
HEWA BORA AIRWAYS (Middle East and Africa)	EXD	300C	1	----	150	2,250	14,000	----	----	----	
IRAQI AIRWAYS (Iraq)	IRQ	300C	3	----	70 or 14 DY	1,400 (1) or 8 MO	14,000 or 4 YR	JT3D-7	5,500	11,000	Engine HSI by IRQ. Engine overhaul by BEOL. C4-Check accomplished with each B-Check.
ISRAELI AIR FORCE (Israel)	ISR	100 300 300B 300C	1 4 1 5	----	120 or 3 MO	940 or 2 YR (2)	6 YR (3)	JT3C-6 JT4A-11 JT3D-7/3B	6,000	----	(1) B-Check in 2 phases at 6 month intervals. (2) C-Check in 4 phases at 2 year intervals. (3) D-Check in 3 phases at 2 year intervals.
LIBYAN AIRWAYS (Libya)	LAA	300B 300C	1 5	----	1 MO	12-14 MO (1)	----	----	----	----	(1) AFA maintenance program.
REPUBLIC DEMOCRATIC OF CONGO	ZAR	100B 300B 300C	1 1 1	----	45	2,200	17,000	JT3D-3B	OC	OC	TAP performs all maintenance.
ROMAVIA (Romania)	ROA	300C	1	(1)	160 or 3 MO*	2,000 or 12 MO*					(1) Pre-Flight Check performed before each flight, no earlier than 2 hours before take-off. * Whichever comes first.
ROYAL JORDANIAN (Jordan)	RJA	300C	4	----	75	1,600	16,000	JT3D-7 JT3D-3B	8,000	16,000 (1)	Phase Check at 400 hours. (1) A + B + 2B/2 + C/4 + 2C/4.
SKYMASTER AIRLINES (Brazil)	SKA	300C	5		150	3,000	21,000	JT3D	----	----	
SPANISH AIR FORCE (Spain)	SAF	300B 300C	1 3	(1)	150 or 1 MO*	24 MO	----				(1) Pre-Flight Check completed before each flight. * Whichever comes first.

AIRLINE MAINTENANCE INSPECTION INTERVALS

AIRPLANE TYPE: 707/720		FLIGHT HOUR INTERVALS									
		AIRFRAME						ENGINES			
AIRLINE	CODE	MODEL	QTY	DLY	A	C	D / SI	TYPE	CSI/HSI	TBO	REMARKS
TRANS MEDITERRANEAN AIRWAYS (Lebanon)	TMA	300C	6	----	125 (1)	2,000 (3)	24,000 (4)	JT3D-3B	14,000 (5)	MP	(1) Terminal Check. (2) Intermediate Check. (3) C-Check in 4 phases accomplished during B-Checks. (4) Block overhaul. (5) Monitored Performance.

727 AIRLINE MAINTENANCE INSPECTION INTERVALS

AIRPLANE TYPE: 727		FLIGHT HOUR INTERVALS									
		AIRFRAME						ENGINES			
AIRLINE	CODE	MODEL	QTY	DLY	A	C	D / SI	TYPE	CSI/HSI	TBO	REMARKS
AERO CONTINENTE (Peru)	COH	100	8	----	165	3,300	(1)	JT8D-7B	5,000 CY	OC	(1) D-Check items phased into C-Checks.
AEROGAL (Galapagos Airlines) (Ecuador)	ERG	200 200F	2 1	----	150	2,400					
AIR ALGERIE (Algeria)	ALG	200	4	----	170 + 20 MAX	3,000 or 18 MO*	21,000 or 108 MO*	JT8D-9/15	5,500 6,500	11,000 13,000	Engine overhaul by AIRMOTIVE/LH. HSI performed in-house. * Whichever comes first.
AIR BRASIL LINHAS AEREAS (Brazil)	BLH	200	1	----	100	1,600	16,000				
AMERICAN AIRLINES (USA)	AAL	200	26	(1)	65	3,000	14,000 (3)	JT8D-9/15/17	(2)	(2)	(1) Periodic Service Check every two flying days. (2) Condition Monitor Program. (3) Structures visit - 15 MO.
AMERIJET INTL. (USA)	AMJ	200 200F	6 4	----	----	4,000 or 22 MO	----	JT8D-9,15, 15A,17	CM/ECM	CM/ECM	
ARIANA AFGHAN AIRLINES (Afghanistan)	AFG	200 200F	4 1	----	24	(1)	12,000	JT8D-9	5,250	OC	(1) Segmented into B-Check. Maintained by F.L.S. Aerospace Engineering Ltd.
ASIA PACIFIC AIRLINES (USA)	APA	200 200F	2 1	----	30 DY	18 MO					
ASTAR (USA)	DHL	200 200F	18 11	45 (1)	40 DY	3,600 or 24 MO	14,400 or 96 MO	JT8D-15/-17	OC	OC	(1) Service Check. (2) Phase with A-Check.
AVIACSA AEROEXO (Mexico)	AEJ	200	6	----	----	----	----	----	----	----	
BURKINA FASO, Government of (Burkina Faso)	HTV	100 200	1 1	(1)	50 or 30 DY	1,600 or 36 MO (2)	4,900 or 108 MO (3)	JT8D-7A/7B	5,500	OC	Low Utilization Program, all maintenance carried out by ATC Lasham Ltd. (1) Pre-Flight every 7 days. (2) Phased C-Check, 1/3 segments over three year repeating cycle. (3) Phased D-Check, 1/3 D-Check over three years, nine year cycle. (4) Intermediate checks for out of cycle items.

AIRLINE MAINTENANCE INSPECTION INTERVALS

AIRPLANE TYPE: 727		FLIGHT HOUR INTERVALS									
		AIRFRAME						ENGINES			
AIRLINE	CODE	MODEL	QTY	DLY	A	C	D / SI	TYPE	CSI/HSI	TBO	REMARKS
CARGOJET AIRWAYS LTD (Canada)	WNT	200 200F	8 7	----	600*	24 MO*					* This figure represents the MSG-3 schedule. Some aircraft are on MSG-2 schedule, with A-Check at 100 FH, B-Check at 600 FH, and C-Check at 24 MO.
CHAMPION AIR (USA)	GRD	200	2	----	125 or 45 DY*	4,232 or 2 YRS*	----	----	----	----	PS Check: 3 Days. * Whichever comes first.
CHANCHANGI AIRLINES (Nigeria)	CGI	200	3	----	150 or 1 MO*	3,000 or 18 MO*					* Whichever comes first.
DHL AVIATION AMERICAS (USA)	DHA	100F 200 200F	1 4 2	(1)	600	4,000 or 24 MO*	14,400 or 96 MO	JT8D-7A/7B	OC	OC	(1) Tasks to be simultaneously accomplished every calendar day while aircraft is in service. In any case, interval may not exceed 48 hours calendar time. (2) Phase with A-Check. * Whichever comes first.
DHL BAHRAIN AIRLINE (Bahrain)	DHB	200 200F	3 3	----	600	4,000 or 24 MO*					* Whichever comes first.
FEDEX (USA)	FED	200 200F	1 85	----	180 or 3 MO*	(2) (4)	K Check (1)	JT8D-7A/1517A/-217C	OC	5,500 or 4,500 CY	(1) 2S2F: 1,800 or 18 MO. All but 2S2F: 1,500 hours or 15 MO. (2) 2S2F: 3,600 or 36 MO. All but 2S2F: 3,000 or 30 MO. (3) D-Check accomplished in C-Check phases. (4) For B727-2S2F only: K-Check at 18 MO or 1800 hours. * Whichever comes first.
FIRST AIR (Canada)	BRS	200 200F	2 1	----	125	3,000 (2)	16,000	JT8D-7/-15	(1)	(1)	(1) A.D. driven. (2) 5C every 9,000 hours.
HEWA BORA AIRWAYS (Congo)	EXD	200	2	----	600	4,000 or 24 MO	14,400	----	----	----	
IRAQI AIRWAYS (Iraq)	IRQ	200	6	----	75 or 19 DY (2) 80 or 22 DY (3)	1,200 or 10 MO (2) 1,400 or 12 MO (1)(3)	12,000 or 5 YR (2) 14,000 or 6 YR (3)	JT8D-17	5,000	9,000	Engine HSI by IRQ, engine overhaul by DLH. (1) ¼ C-Check with B-Check. (2) Iraqi airplanes, K, L, M. (3) Iraqi airplanes Q, R, S.
LAB (Bolivia)	LAB	100 100C 200	2 1 4	----	100 ---- 150	1,200 or 10 MO 3,000 (2) (3)	15,000 16,000 18,000	JT8D-9A JT8D-17R/17	5,000 (4),(5)	10,000 (5) ---- OC (5)	(1) B-Checks included in A-Check. (2) C-Checks for -100 in 10 phases. (3) C-Checks for -200 in 6 phases. (4) HSI by LAB. (5) EMH/OVH by Greenwich and CELMA.
LIBYAN AIRWAYS (Libya)	LAA	200	11	----	180	1,800	13,000	JT8D-9/15	5,500 5,000	9,000 10,000	A- and B-Checks by LAA. C- and D-Checks and engine overhaul by AFA.

AIRLINE MAINTENANCE INSPECTION INTERVALS

AIRPLANE TYPE: 727		FLIGHT HOUR INTERVALS									
		AIRFRAME						ENGINES			
AIRLINE	CODE	MODEL	QTY	DLY	A	C	D / SI	TYPE	CSI/HSI	TBO	REMARKS
LINEAS AEREAS SUR AMERICANAS (Colombia)	LAR	100C 100F 200	2 2 4	----	150	3,000	18,000				
NOMADS, INC. (USA)	NOM	200	1		600 or 6 MO	4,000 or 24 MO					
PANAVIA (Panama)	PVI	100 200	1 1	(1)	125	1C: 3,000 2C: 6,000					(1) Pre-Flight Check before first flight of the day. Transit Check after each transit landing.
PLANET AIRWAYS (USA)	PLN	200	4	----	140	1,600	(1)	JT8D-7B	OC	OC	(1) Built into C-Check. (2) 400 hours for B2.
RAYTHEON COMPANY (USA)	RAK	200	1	(1)	500	6,000 or 18 MO*	----				(1) Prior to first flight of the day, not to exceed 48 elapsed hours. * Whichever comes first.
REPUBLIC OF CAMEROON (Cameroon)	CMR	200	1	----	1 MO	13 MO	15,000 (1)	JT8D-15	5,000	10,000	Airframe and engine maintenance by AFA. (1) D-Check 76 MO max. Intermediate check at 40 MO after delivery.
REPUBLIC OF SENEGAL (Senegal)	SEN	200	1	----	230 or 1 mo	1,300 or 13 MO	15,000 or 76 MO	JT8D-17	7,500	12,000	B-, C-, and D-Checks, and 1L-Check at 40 MO by AFA.
RYAN INTERNATIONAL AIRLINES (USA)	RYN	100F 200 200F	19 3 1	----	90 DY	24 MO	16 YR	JT8D-7B/-15A/-9A	----	OC	
SAFAIR (South Africa)	SFA	200 200F	2 1	----	150	3,000	16,000	JT8D-15/15A/17/ 17A			(1) A- and B-Checks phased. (2) Eng CSI & HSI carried out at shop visits. (3) Eng TBO determined by disc lives.
SBZ CARGO (Zaire)	SAK	100	2	----	100	3,400 (1)	18,000 (1)	JT8D-7A/7B	7,000	12,000	(1) Performed by IAI.
SWIFT AIR (Spain)	SWF	200 200F	2 1	(1)	600	4,000 or 24 MO*					(1) One check per flight day. * Whichever comes first.
TAME (Ecuador)	TAM	100 200	1 4	----	120	3,000 or 24 MO*	(1)	JT8D-9/15/17	4,500	OC	A- and B-Checks by TAM in Quito. C- and D-Checks by DIAF in Latacunga. Engine repair by Miami Field Service. (1) D-Check items distributed into “C” and Structural Inspections. * Whichever comes first.
TOTAL LINHAS AEREAS (Brazil)	TLI	200 200F	3 2	----	150	2,400	----				

AIRLINE MAINTENANCE INSPECTION INTERVALS

AIRPLANE TYPE: 727		FLIGHT HOUR INTERVALS									
		AIRFRAME						ENGINES			
AIRLINE	CODE	MODEL	QTY	DLY	A	C	D / SI	TYPE	CSI/HSI	TBO	REMARKS
TRANSMILE AIR SERVICES (Malaysia)	TML	200F	10	24	150	3,000	18,000	JT8D-15	OC	OC	All are converted freighters.
WILMINGTON TRUST COMPANY (USA)	WBT	200	2	----	30 DY	----	----	JT8D-17R	5,000	10,000	Low Utilization Maint. Schedule “C”, ACPC and structures check were grouped in 9 packages (C1 through C9), the C-Check and parts of the C-Check will fall due every year (365 days). This per Boeing Low Utilization Maintenance Program recommendation.
YEMENIA (Yemen)	YEM	200	2	----	90 or 18 DY	1,800 or 360 DY	18,000 or 6 YR	JT8D-17R	6,000	11,000	

737 AIRLINE MAINTENANCE INSPECTION INTERVALS

AIRPLANE TYPE: 737		FLIGHT HOUR INTERVALS									
		AIRFRAME						ENGINES			
AIRLINE	CODE	MODEL	QTY	DLY	A	C	D / SI	TYPE	CSI/HSI	TBO	REMARKS
AEGEAN AIRLINES (Greece)	CRM	300 400	1 9	----	250	4,000	----				
AERO CONTINENTE (Peru)	COH	200	15	----	145	3,480	(1)	JT8D-7B/-9A/-15	5000 CY	OC	(1) D-Check Items phased into C-Checks.
AEROFLOT-DON (Russia)	DAU	500	7	(1)	250	4,000					(1) Performed prior to the first flight of each day.
AEROGAL (Galapagos Airlines) (Ecuador)	ERG	200	8	----	125	3,000					
AEROLINEAS ARGENTINAS (Argentina)	ARG	200 500	24 17	----	200	4,400 (1)	20,000	JT8D-9A, JT8D-15, JT8D-15D, JT8D-17	CSI 20,000. HSI 10,000.	20,000 (2)	(1) JUL hydraulic systems checked for internal leakage every 4,400 hours. (2) Intermediate section insp. at 14,000 hours, Post P&WA S/B 5207.
AEROLINEAS AUSTRAL - CHILE S.A. (Chile)	LUT	200	7	----	125	3,000					Structural Check (including C7 Task Cards at 20,000 flight hours.
AEROMEXICO (Mexico)	AMX	700 800	36 5	----	500	5,000 or 18 MO	----	CFM56-7B22/7B24 CFM56-7B27	OC	OC	
AIR ALGERIE (Algeria)	ALG	200 200C 600 800	4 2 5 10	----	170	18 MO	21,000 or 108 MO	JT8D-9 JT8D-15 JT8D-17 CFM56-7	5,500 6,500 6,000	11,000 13,000 12,000	Engine overhaul by AIRMOTIVE/LH. HSI performed in-house.
AIR ASIA BERHAD (Malaysia)	ASW	300	31	(1)	250 (2)	4,000	24,000	CFM56-3B1, -3B2, -3C1	OC	OC	(1) Transit at every stop. Stay over every 24 hours. (2) A-Checks are equalized into E1 to E8 checks.
AIR AUSTRAL (Reunion)	AUX	300 500	1 1	(1)	250 (2)	4,000 or 18 MO* (3)	24,000 or 108 MO*	CFM56-3C1	OC	OC	(1) Each calendar day. (2) A-Check performed in two independent phases. (3) C-Check performed in four independent phases. * Whichever comes first.
AIR BERLIN (Germany)	BER	700 800	5 35	----	175	4,200 or 15 MO*	----	CFM56-3C1 CFM56-7B26/7B27	(1)	----	(1) Powerplant Monitoring Program. * Whichever comes first.
AIR BUSAN (South Korea)	BIL	400 500	2 3	----	250	4,000	24,000	CFM56-3C1	OC	OC	

AIRLINE MAINTENANCE INSPECTION INTERVALS

AIRPLANE TYPE: 737		FLIGHT HOUR INTERVALS									
		AIRFRAME						ENGINES			
AIRLINE	CODE	MODEL	QTY	DLY	A	C	D / SI	TYPE	CSI/HSI	TBO	REMARKS
AIR CHINA (China)	BEJ	300 700 800	35 18 27	----	250 500 500	4,000 6000 6000	24,000	CFM56-3B1 CFM56-7	OC	OC	Intermediate layover check at 4 years AMECO-Beijing accomplishes maintenance.
AIR CHINA CHONGQING BRANCH (Beijing, China)	CHO	700 800	1 2	----	480	3,840	23,040	CFM56-7B24	----	----	
AIR CHINA INNER MONGOLIA (China)	IML	300	13	Daily	200	3,200 (1)	22,400 (1)	CFM56	OC (2)	OC (2)	(1) CPCP inspections are performed during "C", "SI", and 4 year intervals. (2) Engine and APU O/H by AMECO BEJ. HSI Borescope inspections at 4A, 8A, C. (3) APU hard time removal at 1250 APU hours.
AIR CHINA SOUTHWEST BRANCH (China)	XIN	300 600 800	14 6 6	----	250	3,000	20,000	CFM56-3B1	OC	OC	
AIR DO (Japan)	HIA	400 500	1 2	(1)	500	4,000 or 18 MO*	----	CFM56-3C1	OC	OC	(1) Pre-Flight Check is done before and after each flight day. Transit Check is done before each flight. * Whichever comes first.
AIR EUROPA (Spain)	ARE	800	29	48 (1)	1,200 or 560 CYC or 90 DY (2)	6,000 or 4,000 CYC or 24 MO	8 YR	CFM56-7B	CM	CM	(1) Clock hours. (2) Phased into 6 A-Checks.
AIR GUINEE (Guinea)	GNE	200 200C	1 1	----	7 DY	3,000 or 18 MO	8 YR (1)	JT8D-17	ARP (2)	ARP	C- and D-Checks and engine maint. performed by ARL. (1) First D-Check at 8 years; subsequent checks at 6 years. (2) Alert Reliability Program.
AIR INDIA EXPRESS (India)	IDC	800	25	(1)							(1) Transit Check performed at every landing. Extended Transit Check performed at 75 FH or 15 DYS,
AIR MADAGASCAR (Madagascar)	MAD	200 300	2 3	----	150 200	1,500 (2) 3,200	15,000 (3) 22,400	JT8D CFM56-3	6,500 (5) CM	OC CM	(1) B-Check items performed in 2 phases with A-Checks. (2) C-Check performed in 10 phases with A-Check. (3) D-Check is a special check including all operations. (4) 2B-Check at 600 hours performed in four phases with A-Check. (5) SABENA EHMP.
AIR MALAWI (Malawi)	AML	300 500	1 1	----	200	3,200	22,400	CFM56-3C1	OC	OC	

AIRLINE MAINTENANCE INSPECTION INTERVALS

AIRPLANE TYPE: 737		FLIGHT HOUR INTERVALS									
		AIRFRAME						ENGINES			
AIRLINE	CODE	MODEL	QTY	DLY	A	C	D / SI	TYPE	CSI/HSI	TBO	REMARKS
AIR NAURU (Nauru)	NAU	300	2	----	(1)	(2)	----	CFM56-3B-2	----	OC	(1) Comprised of 8 equal airframe A Checks at 250 FH intervals. (2) Comprised of a block of C Checks at 4000 FH intervals.
AIR NEW ZEALAND (New Zealand)	ANZ	300	16	36	250 or 21 DY	4,500* (1)	28,000* (2)	CFM56-3C1	OC	OC	(1) Or 4,000 cycles or 18 months. (2) Or 24,000 cycles. * Whichever comes first.
AIR NIPPON (Japan)	ANK	400 500 700 700ER 800	1 24 15 2 5	(1)	300 300 500	4,000 4,000 4,000 or 18 MO*	8 YR	CFM56-3C1 CFM56-3C1 CFM56-7B	OC OC CM	CM CM CM	(1) Pre-Flight Check is done before and after each flight day. Transit Check is done before each flight. * Whichever comes first.
AIR ONE (Italy)	ADH	200 300 400	3 3 15	24 ---- 24	200 ---- 250	3,200 ---- 4,000	22,400 or 14 YR. 24,000	JT8D-15 ---- CFM56-3C1/3C2	0C (1) ---- CM (1)	HIS (1) ---- ----	(1) HSI>6,000 hours or 6,000 cycles.
AIR PACIFIC (Fiji)	APC	700 800	1 2	(1)	500 (2)	24 MO (3)	(3)	CFM56-7B24	OC/CM	OC/CM	(1) Accomplished at completion of the days flying, or when the aircraft is temporarily removed from service prior to completion of the days flying, or at a maximum elapsed time of 36 hours since the last Daily Check. (2) Phase A-and B-Checks repeated every 500 FH. Phase A for right hand systems and B for left. Phases numbered 1 through 80 with an A or B prefix indicate side. (3) Heavy Maintenance Visit.
AIR PHILIPPINES (Philippines)	PHP	200 300	16 1	----	200	3,040	13,000 (1)	----	----	----	(1) Note: Q Check is heavy maintenance equivalent to D Check.
AIR TANZANIA (Tanzania)	TNZ	200 200C	2 1	----	100 (1)	1,200	14,000 (2)	JT8D-17	5,000	10,000	Checks by MAD. Engine HSI/TBO by SAB (1) Consists of "A" + 1/3 "B" + 1/6 "2B". (2) Includes structural inspection items and remaining D-Check items.
AIR ZIMBABWE (Zimbabwe)	ZMB	200	3	(1)	250 or 60 DY*	3,000 or 18 MO*	20,000	JT8D-17A	8,000	OC	(1) Pre-Departure Check completed before each flight, but no earlier than 2 hours before takeoff. * Whichever comes first.

AIRLINE MAINTENANCE INSPECTION INTERVALS

AIRPLANE TYPE: 737		FLIGHT HOUR INTERVALS									
		AIRFRAME						ENGINES			
AIRLINE	CODE	MODEL	QTY	DLY	A	C	D / SI	TYPE	CSI/HSI	TBO	REMARKS
AIRFAST INDONESIA (Indonesia)	PTF	200	1	(1)	85 (2) (3)	2,500 or 36 MO	20,000 (4)	JT8D-9A/-15	ESV-1 ESV-2	6,000 12,000	(1) To be accomplished daily on completion of the days flying within 24 hours of the next departure and the completion of each higher level check. (2) A-Check to be accomplished at each 85 FH +/- 5. (3) The checks 3A (255FH freq.), B (510FH freq.), & 2B (1020FH freq.) have been integrated with A-Check and are carried out on a phase basis, i.e. A1 to A12. (4) SI is carried out at intervals of 20,000 FH.
AIRTRAN AIRWAYS (USA)	CQT	700	49	(1)	70 DY	2 YR	(2)	CFM56-7B22	6,000 or 6,000 CY (3)	----	(1) Not to exceed 5 days. (2) Every 2 years, including other FH, CYC and DAY driven tasks which align accordingly. (3) HSI every 1,600 cycles.
AIRWORK NZ (New Zealand)	ANX	200C 300	1 5	(1)	100 or 30 DY* 250 or 60 DY*	2400 or 18 MO* 4,000 or 32 MO*					(1) Pre-Service Check each calendar day. * Whichever comes first.
ALASKA AIRLINES (USA)	ASA	400 700 800 900	34 19 50 12	(1) (2)	500, 300 CY or 50 DY 600 or 250 CY or 55 DY	4,000, 3,000 CY or 15 MO 6,000, 4,000 CY or 18 MO	(6)	CMF56-3C1 CFM56-7B-24 CFM56-7B27 CFM56-7B26	(6)	OC	(1) General Visual Inspection each day. (2) 3 Day Check (General Visual and Servicing). (3) Complied with in 8 Phases. (4) Complied with in 8 Phases. (5) Structural Inspections and CPC incorporated into the C-Check. (6) Powerplant Maintenance Program.
ALLIANCE AIR (India)	ALX	200 200F	5 6	(1)	125	3,000	12,000				(1) Completed after a night stop.
ALOHA AIR CARGO (USA)	HLH	200C	5	(1)	150	3600 or 18 MO*	18000 (3)	JT8D-17	(2)	OC	(1) Daily Service Check (2) Engine Condition Monitoring Program (3) Follows Boeing recommended maintenance program * Whichever comes first.
AMERICA WEST AIRLINES (USA)	AMW	300	18	(1) (7)	300	3,000 or 15 MO	(4)	CFM56-3B1, 3B2	OC (6)	OC (5) (6)	(1) Trans-flight check accomplished anytime aircraft remains for four or more hours of scheduled ground time. (2) All CPCP and D-Check structural inspection have been incorporated into the C-Checks. (3) Except items life-limited per OEM/FAA approved O/H manuals. (4) Module replacement is available at AMW. (5) Servicing checks are performed every four days.

AIRLINE MAINTENANCE INSPECTION INTERVALS

AIRPLANE TYPE: 737		FLIGHT HOUR INTERVALS									
		AIRFRAME						ENGINES			
AIRLINE	CODE	MODEL	QTY	DLY	A	C	D / SI	TYPE	CSI/HSI	TBO	REMARKS
AMERICAN AIRLINES (USA)	AAL	800	77	(3)	100	24 MO (4)	5 YR (2)	CFM56-7826	----	----	(1) With 60 FH fixed interval scheduling window. (2) First six years, subsequent five years (second N/E 10 years). FIS apply only when threshold met. (3) 60 flight hour periodic Service Check. (4) With 73 day fixed interval scheduling window.
ARAMCO ASSOCIATED CO. (USA)	RAS	700 700C	3 2	(1)	186 or 60 DY or 332 CY	(2)	(3)	CFM-56-7B24	OC	OC	(1) Both Daily and Pre-Flight. (2) Every 6A is a C-Check. (3) Every 36A is a D-Check.
ASIANA AIRLINES (South Korea)	AAR	400 500	87 3	----	200	3,200	22,400	CFM56- 3C1/B1	OC	OC	
ASTRAEUS, LTD (UK)	AUA	300 700	2 2	Daily	250*	4,000 *	24,000 *	3B2 7B22	OC	----	* Phase Checks performed every 500 hours.
AUSTRIAN AIRLINES (Austria)	AUL	600 700 800	2 2 7	(1)	520 or 260 CY or 60 DY*	4,500, 2,250 CY or 540 DY*	24,000, 24,000 CY or 2,820 DY*				(1) Not to exceed 48 clock hours. * Whichever comes first.
AVIACSA AEROEXO (Mexico)	AEJ	200 300	24 3	----	165 (1) 250	3,969 4,000	----	JT8D	----	----	(1) We have 12 AB Checks at intervals of 165 hours.
BAHAMASAIR (Bahamas)	BAH	200	2	DLY	225 CY	5,400 CY			----	----	
BATAVIA AIRLINES (Indonesia)	BTV	200 300 400	17 11 5	(3)	125 250 250	3,000 4,000 4,000	21,000 24,000 24,000	JT8D-17/19 CFM56-3-B2/3 CFM56-3C-1	N/A	N/A	(1) Prior to first flight each day. (2) In two phases at 11,200 hours. (3) Undetermined. (4) Includes C-Check Items.
BLUE AIR (Romania)	BTR	300 400 800	3 2 1	(1)	500 500 (2)	4,000 4,000 6,000	(3) (3) (4)	CFM56-3B1/3B2/3C1 CFM56-3C1 CFM56-7B24	OC/CM (5)	OC/CM	(1) Not to exceed 24 elapsed hours.\ (2) All tasks out phased; packages accomplished every 45 days. (3) Si is grouped with 6C and 8C-Check at 24,000 FH. (4) SI grouped by MPD intervals, phased when due. (5) No HSI.
BLUE DART AVIATION (India)	BDA	200F	5	----	105	2,400	16,800	JT8D-9A and –17	6,000 CY	18,000 CY	All airframe maintenance by BDA, Engines maintained by AIN or GE.
BLUBIRD CARGO (Iceland)	BLS	300 400	4 5	----	250	4,000	----	----	----	----	(1)
BMI BRITISH MIDLAND (United Kingdom)	BMA	300 500	17 3	(1)	300 (2)	4,000	24,000	CFM56-3C1	2,000	----	(1) Before first flight of the day, no longer than 48 elapsed hours. (2) A-Checks are equalized into eight 300 HR packages.

AIRLINE MAINTENANCE INSPECTION INTERVALS

AIRPLANE TYPE: 737		FLIGHT HOUR INTERVALS									
		AIRFRAME						ENGINES			
AIRLINE	CODE	MODEL	QTY	DLY	A	C	D / SI	TYPE	CSI/HSI	TBO	REMARKS
BoA (Bolivia)	BOV	300	2	(1)	250	4,000	24,000				(1) Transit Check completed before each departure; daily check not to exceed 24 hours.
BRITISH AIRWAYS (United Kingdom)	BAB	300 400 500	5 19 4	DLY	300 or 300 CY or 50 DY*	4,600 or 4,600 CY or 24 MO*	----	CFM56-3	OC	OC	Program is based on an annual utilization of 4800 hours per year. * Whichever comes first.
BRUSSELS AIRLINES (Belgium)	EBA	300 400	5 6	----	250	4,000 or 18 MO*	24,000 or 120 MO*				* Whichever comes first.
BULGARIA AIR (Bulgaria)	BLD	300 500	5 3	----	250	4,000	24,000	----	----	----	
CANADIAN NORTH (Canada)	ANP	200 200C	4 5	48 cal HR	165	4,000	8 YR (1)	----	----	----	(1) Split into two halves, each at four years. All aircraft are on a basic 3,000 Flight Hour C-Check interval with no cycle or calendar limitation.
CANJET (Canada)	CNJ	300 800	1 2	(1)	281	4,500	24,000	----	----	----	(1) Twenty-four hour tasks N/E 72 elapsed hours.
CARIBBEAN AIRLINES LTD. (Trinidad)	CBL	800	7	(1)	600 or 300 CY or 90 DY	6,000 or 3,500 CY or 18 MO*					(1) Service Check every 48 clock hours. Weekly Check not to exceed 10 days. * Whichever comes first.
CAYMAN AIRWAYS (Cayman Islands)	CAY	200 200C 300	1 1 2	----	125 or 30 DY 250	3,000 or 18 MO 4,000 or 24 MO	20,000	JT8D-15A, 17A, 17 CFM56-3	5,000	10,000	
CHANCHANGI AIRLINES (Nigeria)	CGI	200 200F	5 1	----	125 or 1 MO	3,000 or 18 MO					
CHINA AIRLINES (Taiwan)	CHI	800	11	----	500 (RE)	1 YR (AV)	----	CFM56-7B26	OC	OC/CM	RE: Routine Event AV: Annual Visit
CHINA EASTERN AIRLINES (China)	CEA	300 700 800	22 37 11	----	----	----	----	CFM56-7B22	----	----	
CHINA EASTERN AIRLINES WUHAN (China)	WUH	300 800	7 4	----	250 500	4,000 ----	24,000 ----	CFM56-3B1/3C1	OC	OC	

AIRLINE MAINTENANCE INSPECTION INTERVALS

AIRPLANE TYPE: 737		FLIGHT HOUR INTERVALS									
		AIRFRAME						ENGINES			
AIRLINE	CODE	MODEL	QTY	DLY	A	C	D / SI	TYPE	CSI/HSI	TBO	REMARKS
CHINA SOUTHERN AIRLINES (China)	GUN	300 500 700 800	29 2 31 47	----	---- 250 ---- 300 or 200 CY*	---- 4,000 6,000, 4,000 CY or 24 MO*	----	CFM56-3C1 CFM56-3C1	----	----	* Whichever comes first.
CHINA XINHUA AIRLINES (China)	XIH	300 400	6 3	(3)	250	4,000	24,000 (1) (2)	CFM56-3C-1	OC	----	(1) At 6C-Check interval for airplanes B2908, B2934, B2942, B2943, B2945. (2) Phased into 6C-Check and 8C-Check for airplanes B2987, B2989, B2992, B2993. (3) Daily after last flight of each day.
CHINA XINJIANG AIRLINES (China)	XIJ	300 700	2 13	----	200	3,200	22,400 (7C)	CFM56-3C1	----	----	Phases A + multiples at 200 FH.
COMAIR LIMITED (South Africa)	CML	200 300 400	6 9 9	----	300	3,600	20,000 or 8 YR	JT8D-CFM56-3	----	(1)	(1) EHMP Maintenance performed by SAA.
CONOCO PHILLIPS ALASKA INC. (USA)	ATR	200	2	----	150	13 MO	60 MO	JT8D-17/17A	PMP (1)	----	(1) Powerplant maintenance program developed by ASA. (2) Phased into four-part A-Checks.
CONTINENTAL AIRLINES (USA)	CAL	300 500 700 800 900 900ER	478 55 36 117 12 30	----	575 575 525 (1)* 525 (1)* 525 (1)**	4000 or 14 MO* (3) (2) (2)	(4)	CFM56-3 CFM56-3B1 CFM56-7B CFM56-7B CFM56-7B	----	----	(1) Or 50 days or 300 cycles. (2) 2C = 8,000 or 48 MO. (3) 2C = 8,000 FH (4) D = 8C * Whichever comes first.
COPA (Panama)	COP	700 800	20 4	----	500 or 300 CY or 50 DY	-----	22,400 or 9 YR (3) ----	CFM56-7B ----	6,000 CY (2) ----	12,000 CY (2) ----	(1) B- and C-Checks in phases of ½ B- + 1/8 C- every 200 hours. (2) O/H by Pratt and Whitney. * Whichever comes first.
CORENDON AIRLINES (Turkey)	HVA	300 400	1 2	----	250	4,000	24,000				

AIRLINE MAINTENANCE INSPECTION INTERVALS

AIRPLANE TYPE: 737		FLIGHT HOUR INTERVALS									
		AIRFRAME						ENGINES			
AIRLINE	CODE	MODEL	QTY	DLY	A	C	D / SI	TYPE	CSI/HSI	TBO	REMARKS
CSA (Czech Republic)	CSA	400 500	10 10	----	360 360	18 MO 18 MO	116 MO 116 MO	CFM56-3C1	CM	CM (1)	(1) Engine overhaul by Sochata.
CYPRUS TURKISH AIRLINES (Turkey)	KHT	800	4	(1)	500	6000 or 24 MO*					(1) Once a day. * Whichever comes first.
DBA (Germany)	DBA	300	6	(1) (2) (3)	250	4,000	24,000	CFM56-3B/3C1	OC	OC	(1) Transit Check at each stop. (2) Daily Check at each night stop. (3) Weekly check every 7 days.
DELTA AIR LINES (USA)	DAL	700 800	8 71	----	500	6,000 or 3,000 CY or 24 MO	6 YR 8 YR 10 YR	CFM56-3B1 CFM56-7B	Shop Visit	CM	
EASYJET. (United Kingdom)	EZY	700	25	(1)	400 or 400 CY*	4,000	24,000 FC	CFM56-3B1/3B2 CFM56-7	(2)	OC/CM	(1) Transit Check completed prior to each flight. Daily Check completed once per calendar day. (2) Computerized EHMP. * Whichever comes first.
EGYPTAIR (Egypt)	EGP	200 500 800	1 4 10	----	7 DY 250	1,600 4,000	16,000 (1) 24,000	JT8D-17	5,000	9,000	(1) Daily Check is done in 10 phases. D/2 Check at every 5C-Check.
EL AL ISRAEL AIRLINES (Israel)	ELA	700 800	2 4	(1) (2)	600 or 50 DY	5,500 or 21 MO	----	CFM56-7	HM 22,000	OC	(1) Ramp check every stop. Daily Check must be done before 48 elapsed hours. (2) Daily Check if ground time is 4 hours or more at home base.
ESTAFETA (Mexico)	EST	200C 300	1 4	----	160 250	3,000 or 20 MO 4,000					
ESTONIAN AIR (Estonia)	ENA	300 500	2 4	(1)	250 (2)	4,000	24,000 or 10 YRS	CFM56-3	OC	OC	(1) Daily Check at each nightstop. (2) A and B items segmented into 16 phases.
ETHIOPIAN AIRLINES (Ethiopia)	ETH	200 700	1 5	(1)	450 480	3,000 3,840, 2,743 CY or 16 MO*	20,000	JT8D CFM56-7B26	(2)	----	(1) Before the first flight of each calendar day, with a maximum of 24 elapsed hours. (2) HSI at 4,000 hours; scheduled shop visit at 8,000 hours. * Whichever comes first.
EUROPEAN AVIATION AIR CHARTER (United Kingdom)	EUL	200 200C	6 1		150	3,000 or 18 MO	20,000 or 8 YR	JT8D-15/15A	9,000 or 7500 CY	N/A	A/C currently being revised to MSG-3 adaptation.

AIRLINE MAINTENANCE INSPECTION INTERVALS

AIRPLANE TYPE: 737		FLIGHT HOUR INTERVALS									
		AIRFRAME						ENGINES			
AIRLINE	CODE	MODEL	QTY	DLY	A	C	D / SI	TYPE	CSI/HSI	TBO	REMARKS
FEDERATIVE REPUBLIC OF BRAZIL, (Brazil)	BRZ	200	2	----	125 or 2 MO*	3,000 or 30 MO*	12,000 or 120 MO*	JT8D-17	5,000	10,000	* Whichever comes first.
FIRST AIR (Canada)	BRS	200 200C 200F	3 4 1	----	125	4,000	----	----	----	----	
FLYANT (Spain)	FYT	300 400	3 1	----	250 or 75 DY	4,000	24,000				
FLYGLOBESPAN (United Kingdom)	FGS	700 800	2 5	----	1,200, 560 CY or 90 DY	6,000, 2,000 CY or 18 MO					6 year/8 year/10 year checks.
FUNAIR (USA)	FUN	700BJ	1	----	4 MO	3 YR	----	CFM56-7	OC	OC	
FUTURA (Spain)	FUA	300 400 800 900ER	4 9 14 2	----	300 or 50 DY* 500 or 70 DY*	4,320 or 24 MO* 6,000 or 24 MO*	(1) 10 YR	CFM56-3C1 CFM56-7B26	CFM-RP	CFM-RP	(1) First at 9 YR, then 8 YR Structural Program. * Whichever comes first.
FUTURA GAEL (Ireland)	FTU	400 800	1 1	(1)							Futura Gael uses the intervals shown in the 767 MPD Doc.
GARUDA INDONESIA (Indonesia)	GIA	300 400 500 800	16 21 5 5	(1)	400 400 400 600	4,000 4,000 4,000 6,000	24,000 24,000 24,000 30,000	CFM56-3B1, -3 CFM56-3, -3, -4 CFM56-3C1,-3, -4, -5	(2)	CM	(1) Prior to first flight each day. (2) Includes C-Check items.
GERMANIA (Germany)	GER	300 700	9 8	----	250	4,000 or 18 MO	22,000 CY or 10 YR	CFM56-3 CFM56-7B22	OC	OC	
GOL AIRLINES (Brazil)	GOT	300 700 800	16 37 62	(1) (2)	250 (3) (6) (6)	4,000 (4) (6) (6)	24,000 (5) (3) (3)	CFM56-3B2 CFM56-7B22 CFM56-7B24 CFM56-7B27	OC	OC	(1) Transit inspection. (2) Pre-Flight Check completed before each flight. "48-hour check" - Before first flight of the day. (3) Multiple A-Checks - 2A, 4A, 8A. (4) Multiple C-Checks. (5) GOT chose to "zero" the maintenance schedules at 24K flight hours. (6) No checks for NG airplanes. Program is task-oriented, meaning we plan task-by-task.

AIRLINE MAINTENANCE INSPECTION INTERVALS

AIRPLANE TYPE: 737		FLIGHT HOUR INTERVALS									
		AIRFRAME						ENGINES			
AIRLINE	CODE	MODEL	QTY	DLY	A	C	D / SI	TYPE	CSI/HSI	TBO	REMARKS
HAINAN AIRLINES (China)	HNA	300 300QC 300SF 400 700 800	11 4 1 7 8 69	----	250 250 250 250 600 (1) 600 (1)	4,000 4,000 4,000 4,000 6,000 (2) 6,000 (2)	24,000	CFM56 -3C CFM56-3B	OC	OC	(1) Or 560 Cycles or 730 days.* (2) Or 4,000 Cycles or 730 days.* * Whichever comes first.
HAPAG-LLOYD FLUG (Germany)	HAP	700 800	12 33	(1)	600	5,000	----	CFM56-7B20/22 CFM56-7B26,27	OC	OC	(1) Once a day, not to exceed 48 elapsed hours.
HEWA BORA AIRWAYS (Congo)	EXD	200	1	----	150	3,000	12,000	----	----	----	
HONG KONG AIRLINES (China)	CWY	800	11	---	500 or 300 CY or 2 MO	1,000 or 600 CY or 4 MO					Inspection intervals are the same as those recommended in the 767 MPD Document, D6-22T001.
ICARO (Ecuador)	200 200C	200 200C	2 1	(1)	125	3000	----				(1) Transit Check - Before each flight Overnight/Service Check - Daily Pre-Flight Check - Before first flight of each day.
IDM-CAS (USA)	IDN	200	1	(1)	125 or 45 DY	1,200 or 18 MO					(1) Pre-Flight Check completed before first flight of the day.
INDIAN AIR FORCE (India)	IDF	200 700BJ	4 3	24	450 or 90 DY	1,350 or 180 DY	10,800 or 6 YR (1)	JT8D-17A	(2)	(3)	B-, C-, D-Checks by IND. Engine overhaul by AIN. (1) D-Check in two phases. (2) HSI 4,500 plus 100 cycles, heavy maint. 9,000 plus 100 cycles, second HSI 13,500 plus 100 cycles. (3) TBO 18,000 plus 100 cycles.
INDIAN AIRLINES (India)	IND	200 200C	6 5	----	24 or 48 ELAP HR	1,500 (1)	(2)	JT8D-9A JT8D-17A	(3)	(4)	Engine overhaul by AIN/IND (1) Intermediate C-Check at 4,500 hours from a D-Check phased inspection of high corrosion areas for EA series & at 6000 hours from D-Check for VT-ECP onwards. (2) D-Check in two phases (8,000 hours). Complete cycle to be completed within 16,000 hours for EA series and 24,000 hours for VT-ECP onwards. (3) JT8D-9A and -17A HSI at 5,500 cycles, EHM at 10,400 cycles or 5,000 cycles since HSI-2 at 16,000 cycles or 5,500 cycles since EHM. (4) TBO at 18,000 cycles for 5,000 cycles since HSI-2 for 17A & 19000 cycles or 5,000 cycles since HSI-2 for 9A.

AIRLINE MAINTENANCE INSPECTION INTERVALS

AIRPLANE TYPE: 737		FLIGHT HOUR INTERVALS									
		AIRFRAME						ENGINES			
AIRLINE	CODE	MODEL	QTY	DLY	A	C	D / SI	TYPE	CSI/HSI	TBO	REMARKS
INTERLINK AIRLINES (South Africa)	ILK	200	5	----	150 or 2 MO	3,200 or 2 YR	20,000 or 8 YR				
IRAQI AIRWAYS (Iraq)	IRQ	200	1	----	75 or 12 DY	1,000 or 8 MO (1)	12,000 or 5 YR	JT8D-15	4,500	9,000	(1) B-Check + "1/4C" phase. Engine HSI by IRQ. Engine overhaul by ARL.
JAL EXPRESS (Japan)	JEX	400	8	----	300	4,000	24,000 (1)	CFM56-3C1	OC	OC	(1) "SI" Check for accomplishment of structural inspections.
JAL INTERNATIONAL (Japan)	JAL	800	5	----	500	6,000	TBD	CFM56-7B	OC	OC	
JAPAN TRANSOCEAN AIR (Japan)	SWL	400	15	----	300	4,000	24,000 (1)	CFM56-3C1	OC	OC	(1) "SI Check" for accomplishment of structural inspections.
JATAIRWAYS (Serbia)	JAT	300	10	----	250	4,000	24,000	CFM56-3B1	OC	OC	
		400	1								
JEJU AIR (South Korea)	JJU	800	2	----	(1)						(1) The maintenance program is a phased program based on 400 FH, 400 FC and 50 Day intervals.
JETAIRFLY (Belgium)	TLB	400	2	(1)	250	4,000 or 18 MO* (400/500)		CFM56-3C	----		(1) Daily, N/E 24 elapsed hours. (2) Daily, N/E 48 elapsed hours. * Whichever comes first.
		500	1	(1)	250			CFM56-3C			
		700	1	(2)	500 or 45 DY* (700/800)	6,000 or 18 MO* (700/800)		CFM56-7B			
		800	5	(2)				CFM56-7B			
JET AIRWAYS (India)	JPL	400	5	(1)	250	4,000	24,000	CFM56-3C1	OC	OC	(1) Transit Check completed prior to each flight except when ET/Layover is performed. (2) 6,000 FH or 24 MO.* * Whichever comes first.
		700	13		600	(2)		CFM56-7B			
		800	35		600	(2)		CFM56-7B			
		900	2		600	(2)		CFM56-7B			
Jet2.com LTD (United Kingdom)	CEX	300	17	----	----	----	----	----	----	----	
		300F	1								
		300QC	3								
KARTIKA AIRLINES (Indonesia)	KRK	200	2	(1)	125	3,000	20,000 or 8 YR	JT8D-9/-9A/-15/-15A/17	CM	HT	(1) Transit Check completed at each stop; Daily Check completed at each night stop.
KD AVIA (Russia)	JSK	300	19	----	250	4,000 CY or 18 MO	24,000				

AIRLINE MAINTENANCE INSPECTION INTERVALS

AIRPLANE TYPE: 737		FLIGHT HOUR INTERVALS									
		AIRFRAME						ENGINES			
AIRLINE	CODE	MODEL	QTY	DLY	A	C	D / SI	TYPE	CSI/HSI	TBO	REMARKS
KENYA AIRWAYS (Kenya)	KEN	300 700	4 4	(1)	250 500	4,000 or 24 MO* 6,000 or 18 MO*	Included in 7C	----	----	----	(1) Daily Check performed before first flight of each day; Transit Check performed at all en-route stops. * Whichever comes first.
KLM ROYAL DUTCH AIRLINES (Netherlands)	KLM	300 400 700 800 900	11 13 4 21 5	(1) (1) (1) (1)	550 550 675 or 400 CY or 3 MO*	4,000 or 3,000 CY or 18 MO* 6,000 or 4,000 CY or 24 MO*	24,000 or 96 MO ----	CFM56-3B/3C CFM56-7B	OC	OC	(1) Not to exceed 48 elapsed clock hours. * Whichever comes first.
KOREAN AIR (South Korea)	KAL	800 900	14 16	(1)	(2) (3)	(3) (4)	8 YR or 22,500 CY	CFM56-7B24	OC	OC	(1) Pre-/Post-flight check. (2) IAA (Systems) = 600 FH IAB (Struct/Zonal) = 135 days or 1,000 cycles. (3) Customized Task Group (4) ICD (Systems) = 6,000 FH ICG (Struct/Zonal) = 24 MO or 5,500 cycles
KRASAIR (Russia)	ZXD	300	5	----	250	4,000 CY or 18 MO	24,000				
LAN AIRLINES (Chile)	LAN	200	8	(1)	750 or 360 CY*	7,000 or 18 MO*	24,500	JT8D-15/17A	6,000	12,000 (2)	(1) Not to exceed 48 flight hours. (2) Engines overhauled by IAI. * Whichever comes first.
LIMITED BRAND, INC. (USA)	LII	700	1	----	6 MO	3 YR					
LINHAS AEREAS DE MOZAMBIQUE (Mozambique)	LAM	200	4	----	75 (1)	1,200 (3)	13,200 (4)	JT8D-9	5,500	11,000	(1) Check N/E 135 hours (2) Check N/E 96 days. (3) 2B N/E 192 days. (4) Check N/E 15 MO.
LION MENTARI AIRLINES (Indonesia)	MLI	300 400 900ER	2 9 13	(1)	250	4,000	24,000	CFM56-3B2 CFM56-3C1 CFM56-7B26	OC	OC	(1) Pre-flight Check performed prior to the first flight of each day; Transit Check performed before each flight.
LOCKHEED MARTIN (USA)	LMA	300	1	(1)	100	3,600 or 36 MO*					(1) Pre-Flight Check completed within 24 hours prior to departure. * Whichever comes first.

AIRLINE MAINTENANCE INSPECTION INTERVALS

AIRPLANE TYPE: 737		FLIGHT HOUR INTERVALS									
		AIRFRAME						ENGINES			
AIRLINE	CODE	MODEL	QTY	DLY	A	C	D / SI	TYPE	CSI/HSI	TBO	REMARKS
LOT POLISH AIRLINES (Poland)	LOT	300 400 500	3 8 6	(1)	250 (2)	4,000 or 18 MO	24,000	CFM56-3C1	(4)	(3)	(1) Daily Check 24 + 12 hours. (2) Every A-Check equalized to 8 hours night stop. (3) Engine Condition Monitoring. (4) Borescope inspect. HPT at 4A, Combustion chamber at 8A-Check. (5) 6C to 24000 hours.
LUFTHANSA GERMAN AIRLINES (Germany)	DLH	300 500	33 30	48 or 72 max	500 or 3 MO or 300 CY	4,000 or 18 MO or 4,000 FC	(1)	CFM56-3B1 CFM56-3C1	OC (2)	OC	(1) IL 72 months, 15,000 FH, 15,000 cycles D: 120 months, 26,000 FH, 26,000 cycles (2) HSI performed at shop visit only. Condition of engines monitored by a computerized EHMP.
LUXAIR (Luxembourg)	LUX	500 700	2 3	----	250 500, 560 CY, or 90 DY*	4,000 6,000 or 2 YR*	24,000 25,000	CFM56 -3C1	OC	OC	737-700: Structural Checks at 5 and 6 years, managed separately. * Whichever comes first.
MAGNICHARTERS (Mexico)	MAM	200 300	7 2	PF 24 HR	125 250	4,000	28,000	JT8D-9A/15/17(A) CFM56-3B-1/3C	OC	OC	
MALAYSIA AIRLINE SYSTEM (Malaysia)	MAS	400 800	37 3	(1)	550	4,400 (3)	24,000	CFM56-3C1 CFM56-7B26	OC	(4)	(1) Once every calendar day (Stayover Check). (2) Engine overhaul by GEESM. (3) C-Check in two parts: C1 to C2 = 4,400 FH C2 to C1 = 4,400 FH (4) Engine overhaul by GEESM.
MALEV HUNGARIAN AIRLINES LTD (Hungary)	HGA	600 700 800	6 7 5	(1)	(2)	6,000 or 720 DY*	----	CFM56-7B20 CFM56-7B20 CFM56-7B26	OC	ECM	(1) Pre-flight inspection at all landings and before departures. Serviced every 72 hours. (2) Phase Check at 500 FH or 60 days max. * Whichever comes first.
MANDALA AIRLINES (Indonesia)	MND	400	2	----	250	4,000					
MANDARIN AIRLINES (Taiwan)	MDN	800	3	---	500	1 YR	----	CFM56-7B26	OC	OC/CM	
MED AIRWAYS (Lebanon)	FYC	200	2	(1)	125 or 30 DY*	3,000 or 24 MO*	(2)	JT8D-15A JT8D-9A	4,000	8,000	(1) Pre-Flight Check performed before the first flight of each day. (2) SSI performed in conjunction with C7 Check. * Whichever comes first.
MEXICO'S PRESIDENTIAL AIRCRAFT (Mexico)	MXG	300	2	----	3 MO (1)	24 MO (1)	24,000 (1)	CFM56-3B-2 CFM56-3C-1	OC/ETM	OC/ ETM	(1) Low Utilization Program.

AIRLINE MAINTENANCE INSPECTION INTERVALS

AIRPLANE TYPE: 737		FLIGHT HOUR INTERVALS									
		AIRFRAME						ENGINES			
AIRLINE	CODE	MODEL	QTY	DLY	A	C	D / SI	TYPE	CSI/HSI	TBO	REMARKS
MIAMI AIR (USA)	MIB	400 700 800	2 1 7	(1)	400 or 200 CY 100 DY 750 or 300 CY or 90 DY	2,800 or 1,400 CY or 24 MO 6,000 or 2,400 CY or 24 MO	12 YR	CF56-3C1 CF56-7B24 CF56-7B26	OC		(1) Not to exceed 72 elapsed hours. Maintenance visits PH 1 - PH 48: 750 FH, 300 CY or 90 DY. Heavy Maintenance visits: 2,800 FH, 1,400 CY or 12 YR CAMP.
MNG AIRLINES (Turkey)	MHK	400	1	(1)	300	4,000	24,000	----	----	----	(1) If the ground stop is more than 4 hours. At least 1 Daily Check is needed every 48 hours.
NIGERIA AIRWAYS (Nigeria)	NIA	200	3	----	25 DY	3,000 or 16 MO	(1)	JT8D-15A	CM	CM	(1) 7.5 years initial, 7.0 years subsequent.
NOK AIR (Thailand)	OWL	400	6	----	250	4,000	24,000				
NOROESTE AIR (Mexico)	NOS	800	4	(1)	----	6,000 or 18 MO (2)					(1) Not to exceed 48 elapsed hours. (2) C Checks include all Task Cards with Frequency Intervals of 18 MO, 24 MO, 2,000 Cycles, 6,000 FH.
NORTHERN AIR CARGO (USA)	NAC	200	3	———	145 or 30 DY*	3,500, 4,000 CY or 24 MO*					* Whichever comes first.
NORWEGIAN AIR SHUTTLE ASA (Norway)	NSB	300	20	----	250	4,000	24,000				Service Check completed every 72 clock hours.
NOVA AIR (Mexico)	PDM	200	4		150	3,000	----				
OLYMPIC AIRWAYS (Greece)	OLY	300 400	2 16	(1)	300	4,800	24,000	CFM56	OC	OC	(1) Pre-Flight Check performed before each departure. Daily Check not to exceed 48 elapsed hours.
OMAN AIR (Oman)	OMR	700 800	2 11	(1)	600	5,000	----	CFM56-7B24 CFM56-7B26 CFM56-7B26/3	OC	OC	(1) At intervals N/E 24 hours elapsed time. Note: Intervals lower than A-Check are performed daily, Weekly Checks (7 days) or three-weekly checks (21 days).
OZJET AIRLINES (Australia)	OZJ	200	2	----	150 (1)	3,000 or 18 MO					(1) 2A-Check: 300 hours. (2) 2B-Check: 1,500 hours.
PACIFIC BLUE AIRLINES (New Zealand)	BLP	800	10	----	378 or 182 FC or 28 DY	10,000 or 2500 FC or 625 DY					Checks less than 28-day intervals are added to the Daily Check or separate work order.
PAKISTAN INTERNATIONAL AIRLINES (Pakistan)	PIA	300	6	TR ck	250	4,000 CY	24,000	CFM56-3B2	OC	OC	

AIRLINE MAINTENANCE INSPECTION INTERVALS

AIRPLANE TYPE: 737		FLIGHT HOUR INTERVALS									
		AIRFRAME						ENGINES			
AIRLINE	CODE	MODEL	QTY	DLY	A	C	D / SI	TYPE	CSI/HSI	TBO	REMARKS
PEGASUS AIRLINES (Turkey)	PGS	400 500 800	2 3 9	(1) (1) (2)	300 300 600 or 560 CY or 90 DY	4,000 4,000 6,000 or 4,000 CY or 24 MO	24,000	CFM56-3C1 CFM56-3C1 CFM56-7B26	OC	OC	(1) Daily Check performed every 24 elapsed hours. (2) Once per two calendar days, not to exceed 48 Hrs.
PLUNA (Uruguay)	PLU	200	3	----	150	1,200 (1)	14,400 (2)	JT8D-9A	4,000 CY (3)	OC	(1) B- and C-Checks in phases of "1/2 B" + "1/8 C" every 150 hours. (2) Special check performed every 2 years for modifications, corrosion prevention, etc. (3) First engine at 3,000 cycles.
QANTAS (Australia)	QAN	300 400 800	16 23 24	----	160 (1)	3,840 (1)	(2)	CFM56-3B2 CFM56- 3C1 CFM56-7	----	OC	(1) C-Check is phased in 24 parts with A-Checks (A01 to A24). (2) First HMI at 60 MO/12,000 cycles subsequent HMI at 54 MO /12,000 cycles. The HM2 includes content of HM1.
REPEX AIRLINES (Indonesia)	REX	200C	2	(1)	125	3,000	20,000	JT8D-15/15A	8,500	17,000	(1) Every 24 hours or transit time more than 4 hours.
REPUBLIC OF INDONESIA (Indonesia)	IDO	200	3	----	30 DY	(1)	8 YR	JT8D-17	(2)	(2)	(1) C-Checks done in four phases along with B-Checks. (2) Not scheduled at this time.
REPUBLIC OF NIGER (Niger)	NIR	200C	1	----	85 or 2 MO	2,000 or 1 YR	12,000 or 9 YR (1)	JT8D-17	4,500	10,000 (1)	(1) Engine, C- and D-Checks are by ALG. 48 month I.L. check.
ROSSIYA RUSSIAN AIRLINES (Russia)	STG	500	5	----	250	4,000 FC or 18 MO	24,000				
ROYAL AIR MAROC (Morocco)	RAM	400 500 700 800	6 6 5 9	(1) (2)	400 400 650 650	4,200 or 15 MO 5,000 or 18 MO 5,000 or 18 MO	25,300 or 102 MO 25,300 or 102 MO (3) (4) 96 MO	JT8D-15 CFM56 -3C1 CFM56-7B	(6) OC (5)	OC	Engine overhaul by SMES. (1) Once per calendar day. (2) A Service Check once a week for 737NG only. (3) 26000 FH or 112 MO, Trial Phase on CN-RNB and CN-RNC. (4) IL Check (737-500) (5) RAM (REHM & LLP) program
ROYAL FALCON AIRLINES (Jordan)	RYC	400	1	----	750	3,000 or 18 MO*			----	----	* Whichever comes first.
ROYAL THAI AIR FORCE (Thailand)	TAF	800	1	----	30 DY	18 MO	TBD	-15	4,000	TBD	Calendar Maintenance Program for Low Utilization Program developed by Boeing.

AIRLINE MAINTENANCE INSPECTION INTERVALS

AIRPLANE TYPE: 737		FLIGHT HOUR INTERVALS									
		AIRFRAME						ENGINES			
AIRLINE	CODE	MODEL	QTY	DLY	A	C	D / SI	TYPE	CSI/HSI	TBO	REMARKS
RYAN INTERNATIONAL AIRLINES (USA)	RYN	200 400 800	3 2 4	----	90 DY	24 MO	16 YR	JT8D-9A	----	OC	
RYANAIR (Ireland)	RYR	800	190	----	700 or 490 CY or 78 DY	6,000 or 4,300 CY or 20 MO	----	CFM56-7B CFM56-7B/3	----	----	(1) Structural inspections are grouped by intervals.
S7 AIRLINES (Russia)	SBR	400 500 800	3 7 3	----	250	4,000 CY or 18 MO	24,000				
SAFAIR PTY LTD. (South Africa)	SFA	200 200F 800	4 2 218	----	300	4,000	24,000	JT8D-15/17/17A			(1) Eng CSI & HSI carried out at shop visits. (2) Eng TBO determined by disc lives.
SAGA AIRLINES (Turkey)	SGV	400 800	2 2	----	250	4,000					
SAS NORWAY (Norway)	BRT	400 500 600 700 800	4 13 10 17 12	(1)	250	18 MO (400/500) 24 MO (6/7/800)	112 MO (400/500) 9 YR	CFM56-3C1 ---- CFM56-7B	ADEPT ---- ADEPT	CM/OC	(1) Walkaround check completed prior to each departure. Service Checks every 72 elapsed hours. Phase Checks (12) not to exceed 300 Flight Cycles.
SAUDI ARABIAN AIRLINES (Saudi Arabia)	SVA	200 200C	16 1	----	250 (1)	3,600	15,000 (2)	JT8D-15	5,600	11,200	Engine overhaul by Caledonian Airmotive. (1) A-Checks completed in four phases. (2) Includes structural inspection. Mid-check at 7,500 hours for cabin and airframe refurbishment. Hydraulic system performance evaluation capability performed at 2,500 hours or C-Check.
SHAHEEN AIR INTERNATIONAL (Pakistan)	SHK	200	7		200	3,600	20,000	----	----	----	
SHANDONG AIRLINES (China)	SHG	300 700 800	12 3 16	----	250	4,000 4,000 5,400	24,000	CFM56-3C1 CFM56-7B CFM56-7B	OC	OC	(1) At 6C-Check interval. (2) QC airplanes. Phases A + multiples at 200 FH.

AIRLINE MAINTENANCE INSPECTION INTERVALS

AIRPLANE TYPE: 737		FLIGHT HOUR INTERVALS									
		AIRFRAME						ENGINES			
AIRLINE	CODE	MODEL	QTY	DLY	A	C	D / SI	TYPE	CSI/HSI	TBO	REMARKS
SHANGHAI AIRLINES (China)	SHA	700 800	6 31	----	400	4,000 or 18 MO*	----	CFM56-7	OC	OC	* Whichever comes first.
SHENZHEN AIRLINES (China)	SHZ	300 700 800 900	9 10 10 4	----	250 (1) 500 (2)	4,000	22,400	CFM56- C1 CFM56-7	OC	OC	Phases A+ multiples at 200 FH. P Checks, each half-P each 230 FH.
SIERRA PACIFIC AIRLINES (USA)	SRP	200	2	(1)	125 or 6 MO	3.600 or 48 MO			(2)		(1) Pre-Flight Check - 25 HR (Time in Service) valid for 7 days. (2) Structural inspections incorporated in the CPCP, D6-38528.
SKY AIRLINES (Turkey)	SYC	400 800 900ER	5 1 2	(1)	250 500 or 50 DY*	4,000 5,000 or 24 MO*	24,000	CFM56-3-C-1 CFM56-7B26	500 or 50 DY*	5,000 or 24 MO*	(1) Every 24 hours elapsed time in-service at the end of each operational day. * Whichever comes first.
SKY KING (USA)	SKN	200	7	(1)	125 or 45 DY	2,850 or 24 MO*					(1) Completed each day of aircraft operation. * Whichever comes first.
SKY SERVICE (Chile)	SSV	200	14	(1)	125	3,000	20,000				(1) Pre-Flight Check completed before first daily flight.
SOUTH AFRICAN AIRWAYS (South Africa)	SAA	300F 800	2 21	----	300 500	4,000 4,000	24,000 8 YR	CFM56-3C1 CFM56-7B	----	EMSO (1)	Maintenance performed by SAA. (1) Engine performance trend monitoring.
SOUTHWEST AIRLINES (USA)	SWA	300 500 700	181 26 336	(1)	500 or 50 DY	4,000	(2)	CFM56-3 CFM56-3 CFM56-7	(3)	(3)	(1) MV-1 Service at Overnight MX Locations nightly. MV-2 Service every 7 days. (2) Structural Inspections grouped by intervals. (3) Accomplished per SWA Engine Program.
SPICEJET (India)	ROJ	800 900ER	16 5	48 HR	600 or 60 DY (1)	6,000, 4,800 FC or 24 MO*	----	----	----	----	(1) All A-Checks will include monthly check schedule and Service Check schedule. Service Check completed every 48 elapsed hours. Monthly check completed every 30 days or 300 FH.* * Whichever comes first.
SRIWIJAYA AIR (Indonesia)	SJA	200	14	(1)	125	3,000	20,000 or 8 YR	JT8D-9/-9A/-15/-15A/ 17	CM	HT	(1) Transit Check done at every stop; Daily Check completed at each night stop.
SUN COUNTRY AIRLINES (USA)	SCA	800	9	----							Inspection intervals are the same as those recommended in the 767 MPD Document, D6-22T001.
SUNEXPRESS (Turkey)	SNS	800	10	(1)	500	7,000	----	CFM56-7B/26	OC	OC	(1) Completed prior to 48 elapsed hours.

AIRLINE MAINTENANCE INSPECTION INTERVALS

AIRPLANE TYPE: 737		FLIGHT HOUR INTERVALS									
		AIRFRAME						ENGINES			
AIRLINE	CODE	MODEL	QTY	DLY	A	C	D / SI	TYPE	CSI/HSI	TBO	REMARKS
SWIFT AIR (Spain)	SWF	300F 300QC 300SF	2 1 2	(1)	250	4,000					(1) Completed prior to 24 elapsed hours.
TAAG AIRLINES (Angola)	ANG	200 200C 700	4 1 4	----	100	1,600 (1)	16,000 or 8 YR	JT8D	5,000 (2)	10,000 (2)	(1) C-Check is performed in 4 phases along with B-Checks. (2) Performed by TAP.
TACA INTERNATIONAL AIRLINES (El Salvador)	TAC	200	2	(1)	200 (5) 200	3,200 or 18 MO (4) 3,800 or 12 MO	22,400 or 9 YR (2) (4)	JT8D-15/17 CFM56-3C1	OC	OC OC (3)	(1) Every layover at main base. (2) TACA - El Salvador. (3) Aviall-JT8 & CFM. (4) Whichever comes first. (5) Phased check included on 8 A-checks every 200 FH each.
TAROM - ROMANIAN AIR TRANSPORT (Romania)	TRM	300 700	5 4	(1)	350 400 or 225 FC*	4,000 6,000 or 3,000 FC/ 24 MO*	(2) (3)	CFM56-3C1 CFM56-7B22	OC (4)	OC (4)	(1) Daily Check every 24 hours elapsed time; maximum 48 hours if not at main base. (2) SI is together. with 6C = 24,000 FH. (3) SI is together with 6C - 30,000 FH and 6Y and 8Y tasks. (4) HSI performed at shop visit only. Condition of engines monitored by computerized EHMP. * Whichever comes first.
THAI AIRWAYS INTERNATIONAL (Thailand)	TII	400	12	----	250	4,000	(1)	CFM56-3C1	OC	OC	(1) Structural Inspection at 24,000 FH.
THOMSON AIRWAYS LTD (UNITED KINGDOM)	BRI	300 800	11 15	24 48	250 ----	4,000 (1)	24,000	CFM56-3 CFM56-7B	----	----	(1) Annual visit 4500 FH.
TNT AIRWAYS (Belgium)	TNB	300 300F 300SF	8 1 1	(1)	600 or 3 MO*	6,000 or 18 MO*	24,000 or 120 MO	CFM56-3B1 CFM56-3B2	OC	OC	(1) Not to exceed 24 elapsed clock hours. * Whichever comes first.
TRANSAERO AIRLINES (Russia)	TRX	300 400 500 800	2 5 6 2	(1)	250 600 or 200 CY or 45 DY* (-800)	4,000 or 18 MO* 6,000 or 18 MO* (-800)	24,000 OOP (-800)	CFM56-3 CFM56-7B (-800)	OC	OC	(1) Transit Check completed before each flight. Daily Check completed before first flight each day. * Whichever comes first.

AIRLINE MAINTENANCE INSPECTION INTERVALS

AIRPLANE TYPE: 737		FLIGHT HOUR INTERVALS									
		AIRFRAME						ENGINES			
AIRLINE	CODE	MODEL	QTY	DLY	A	C	D / SI	TYPE	CSI/HSI	TBO	REMARKS
TRANSAVIA AIRLINES (Netherlands)	TAV	700 800	10 35	----	(1)	----	----	CFM56-7B	OC (2)	OC (2)	(1) TAV has no A-Check type of maintenance, but only packages based on hours, cycles, or days, or a combination of those limits on a "whatever comes first" basis. All packages that have an interval between the hangar visits based on the figures shown are de-escalated to an earlier hangar check, or are performed in the TAV facility out of sequence with hangar visits.EHMP. (2) TAV performs a weekly inspection not exceeding 100 FH or 8 days, whichever comes first. TAV performs a monthly inspection each month not exceeding 400 FH/32 days, whichever comes first. CFM Engine O/H performed by Snecma Services.
TRANSAVIA FRANCE (France)	TVF	800		----	1200 or 560 CY or 90 DY	4,000 or 2,000 CY	6,000 or 4,000 CY or 24 MO*				* Whichever comes first.
TRANSMILE AIR SERVICES (Malaysia)	TML	200 200C	2 2	24	375*	3,000	20,000	JT8D-9A and -15	OC	OC	Two Boeing freighters, one converted freighter, 1 passenger * 3A interval is shown as A and 2A tasks are included in stayover.
TRAVEL SERVICE (Czech Republic)	TSF	500 800	2 11	(1)	450 400 or 300 CY	4,000 4,000, 12 MO or 1600 CY	24,000 10 YR	CFM-56-3C-1 CFM-56-7	OC	OC	(1) For 500: 24 hours, Weekly every 9 days For 800: 24 hours, Weekly every 15 days.
TRITON AVIATION SERVICES (USA)	TIA	200 300	25 3	----	----	----	----	----	----	----	
TUNIS AIR (Tunisia)	TUN	500 600 700BJ	4 7 1	----	250 468	4,000 4,680	16,000 24,000 (1)	CFM56-3C-1 CFM56-7B22 CFM56-7B22G14	OC (1)	OC	(1) D-Check not done - only mandated SI.
TURKISH AIRLINES (Turkey)	THY	400 800	17 41	(1)	200 600 or 2 MO*	4,000 7,000 or 2 YR*	24,000	----	----	----	(1) Before first flight of the day, not to exceed 36 clock hours. * Whichever comes first.
TURKMENISTAN AIRLINES (Turkmenistan)	TUE	300 700 800	3 1 2	(1)	250 500	4,000 5,000	24,000	CFM56-3C1	OC	OC	(1) Before first flight or at 72 elapsed hours.

AIRLINE MAINTENANCE INSPECTION INTERVALS

AIRPLANE TYPE: 737		FLIGHT HOUR INTERVALS									
		AIRFRAME						ENGINES			
AIRLINE	CODE	MODEL	QTY	DLY	A	C	D / SI	TYPE	CSI/HSI	TBO	REMARKS
UKRAINE INTERNATIONAL AIRLINES (Ukraine)	UKR	300 300SF 400 500 800	4 1 6 6 2	----	125	3,000	TBD	CFM56 -3C1	OC	OC	(1) Six segments integrated into A-Checks.
UNITED AIRLINES (USA)	UAL	300 500	64 30	(4)	275 or 137 CY	547 DY	1,459 DY (3)	CFM56-3B2 CFM56-3C1	----	(2)	(1) K-Check at 290 days. (2) Overhaul/engine shop visit not required at any particular interval UL has extensive Engine maintenance capability. (3) Heavy maintenance visit. (4) #1 Service - Daily, #3 Service- 45 FH.
US AIRWAYS (USA)	USA	300 400	47 49	D/O 55 HR	250	2,800 or 365 DY (2)	12,500 (3)	CFM56-3B1/3B2	OC	OC	(1) 750 is scheduled phased; 1500 is “full” B-Check. (2) Full C-Check 5,600 (consists of C1 & C2) (3) Or 48 months. Controlling interval based on daily utilization.
U.S. AIR FORCE (USA)	USF	200 600 C40B T-43A	7 1 4 9		60 DY (1)	2 YRS (2)	4 YR	JT8D-9A	6,000 (3) 12,000 (3)	18,000 (3)	(1) “Home Station” Checks (lubrication included). (2) One-forth C-Check performed annually. (3) Engine HIS/Overhaul by Aerothrust.
VARIG AIRLINES (Brazil)	VAR	200 300 400 500	4 19 4 1		250	4,000 or 18 MO	24,000 or 8 YR (1)	---- CFM56- 2B CFM56-3B CFM56-3C1	7,800 15,600	23,400 (1) OC	JT8D Engine EHM and overhaul by CELMA S.A. Brazil. (1) Engine receives 2 EHM Inspections between overhaul.
VASP AIRLINES (Brazil)	VSP	200 200F 300	1 1 1	(1)	150	3,000	(3)	JT8D-17 CFM56- 3B1	OC	OC	(1) TR at tr stop daily each flight day. (2) B-Check done in 3 phases, one phase each A-Check. (3) D-Check: -200 Advanced 18,000 hours, -300 20,000 hours.
VIRGIN BLUE AIRLINES (Australia)	VOZ	700 800	22 39	(1)	600 (2) 378 (5)	6,000 (3) 9,828 (6)	40,000 (4)	CFM56-7B20/7B22 CFM-7B24/7B26/ 7B26/3	OC	OC	(1) Not to exceed 48 calendar hours. (2) 400 Cycles, or 60 days* (3) 4,000 Cycles, or 730 Days* (4) 32,000 Cycles, or 12 years* (5) 182 Cycles (6) 4,725 Cycles * Whichever comes first.

AIRLINE MAINTENANCE INSPECTION INTERVALS

AIRPLANE TYPE: 737		FLIGHT HOUR INTERVALS									
		AIRFRAME						ENGINES			
AIRLINE	CODE	MODEL	QTY	DLY	A	C	D / SI	TYPE	CSI/HSI	TBO	REMARKS
viva AEROBUS (Mexico)	VIV	300	7	24 HRS	250	4,000	24,000	CFM56-3B2	OC	OC	
WESTJET AIRLINES (Canada)	WJI	600 700 800	13 64 11	----	100	----	18,000	JT8D-9A CFM56-7B22	CM/ HSI 7500	CM	(1) 12 Phase Checks for -600/-700: 35 day intervals. 12 Phase Checks for -800: 42 day intervals. Structural Maintenance Visits every 2 years. Engine inspections are based on engine hours.
WESTSTAR AVIATION SERVICES (Malaysia)	WSE	200	1		600 or 6 MO*	4,000 or 30 MO*					
XIAMEN AIRLINES (China)	XIA	500 700 800	62 15 20	PF TR AF	250 600 600	4,000 6,000 6,000	24,000	CFM56-3C CFM56-7B CFM56-7B	OC	OC	
XL AIRWAYS (United Kingdom)	SBE	800 900ER	6 4	(1)	250 (2)	6,000 (3) 5,000 (4)	----	CFM56	OC	OC	(1) Per calendar day, never to exceed 48 elapsed hrs. (2) Phased system, Phase 1 to 19 Line Checks. (3) Interval for base checks prior to 20,000 hrs. (4) Interval for base checks 20,000 hrs and above.
YANGTZE RIVER EXPRESS (China)	YTH	300 300QC 300SF	1 4 1	----	250	4,000	24,000				
YEMEN AIRWAYS (Yemenia)	YEM	800	4	----	100	1,600 or 1 YR	16,000 or 8 YR	JT8D-15/17A	5,000	10,000	

747 AIRLINE MAINTENANCE INSPECTION INTERVALS

AIRPLANE TYPE: 747		FLIGHT HOUR INTERVALS									
		AIRFRAME						ENGINES			
AIRLINE	CODE	MODEL	QTY	DLY	A	C	D / SI	TYPE	CSI/HSI	TBO	REMARKS
AEROLINEAS ARGENTINAS (Argentina)	ARG	200B 400	6 3	----	650 600	6,000 or 18 MO	6 YR	JT9D-7Q CF6-80C2	OC/CM	OC/CM	
AIR CANADA (Canada)	ACN	200BPC	3	----	400	4,500	(1)	PW4065	----	IEC (2)	(1) Rolled into C-Check. (2) Individual engine control.
AIR CHINA (China)	BEJ	200F 200SF 400 400F 400PC	1 3 4 1 8	----	250 500 or 50 DY	3,000 5,000 or 18 MO	25,000 or 5 YR 25,000 or 7 YR	JT9D-7J JT9D-7R4G2 PW4056	OC	15,000 or 3,500 CY 4,000 CY	Engines overhauled by AMECO-Beijing Maintenance accomplished by AMECO.
AIR FRANCE (France)	AFA	200F 400 400BCF 400ERF	3 13 4 5	(1)	650 650 850 850	18 MO 18 MO (2) (2)	---- 84 MO	CF6-80C2	OC	OC	(1) Daily Check not to exceed 60 hours calendar time. (2) 18 or 24 MO until D2, then 18 MO, depending on effectivity. (3) D1 Check has to be performed before 84 MO without any hour limitation in trial phase.
AIR INDIA (India)	AIN	400	6	----	600	7,500 or 18 MO*	6 YR	PW4056	OC	OC	* Whichever comes first.
AIR NEW ZEALAND (New Zealand)	ANZ	400	7	(1)	750	9,000 or 24 MO	34,000 or 8 YR	RB211-524 CF6 -80C2	OC/CM	OC/CM	(1) Completed each calendar day, N/E 36 elapsed hours.
AIR PACIFIC (Fiji)	APC	400	2	(1)	Not to exceed 500 (2)	Not to exceed 6,200	Not to exceed 25,000	PW4056	CM	CM	(1) Transit Check at all transit stops. Departure Check following base stops and prior to departure. (2) Accomplish 8 Phase Checks (1A - 4A) in 2,000 hours. Repeat 8 Phase Checks every 2,000 hours.
AIR PULLMANTUR (Spain)	PUL	300 400	1 2	----	650	18 MO	24,000 or 62 MO 72 MO				
ALL NIPPON AIRWAYS (Japan)	ANA	400 400D	7 10	----	500	6,000 or 18 MO*	----	CF6-80C2	OC (1)	OC	(1) a. 1st stage compressor blades, 400 Cycles or 2,000 Hrs,*. b. Combustion chambers. Same as above. c. 1st and 2nd stage turbine blades. Same as above. * Whichever comes first.
ANGOLA (TAGG) AIRLINES (Angola)	ANG	300PC	2	----	----	----	----	JT9D-7R	----	----	

AIRLINE MAINTENANCE INSPECTION INTERVALS

AIRPLANE TYPE: 747		FLIGHT HOUR INTERVALS									
		AIRFRAME						ENGINES			
AIRLINE	CODE	MODEL	QTY	DLY	A	C	D / SI	TYPE	CSI/HSI	TBO	REMARKS
ASIANA (South Korea)	AAR	400 400F 400PC	2 6 6	----	500	4,800 or 15 MO	25,000 or 5 YR	CF6-80C2	OC	OC	
ATLAS AIR (USA)	TLS	200C 200F 200FM 300FM 400 400F	1 1 12 1 1 21	(1) 24 HR (400F)	700 650 (400F)	18 MO 7,500 or 18 MO* (400F)	25,000 or 9 YR* (2) 6 YR (400F)	CF6-50E2 CF6-80C2	OC	OC	(1) Every 48 hours. (2) For aircraft 18 years or older, limit is 60 MO. * Whichever comes first.
BRITISH AIRWAYS (Great Britain)	BAB	400	57	(1)	600	18 MO	6 YR	RB211-524G/ H-T	----	OC/CM	(1) Not to exceed 24 elapsed hours. Program based on annual utilization of 4,800 hours per year.
CARGO B AIRLINES (Belgium)	CBO	400	2	----	600	6,000 or 18 MO*	6 YR				* Whichever comes first.
CARGOLUX AIRLINES (Luxembourg)	CLX	400F	15	72	850	24 MO*	8 YR* 6 YR*	CF6-80C2 RB211-524HT	OC	OC (1)	(1) Airframe Heavy Maintenance by KLM. * Until (AC 14 years) C: 24 MO. D1:8 years. D2: 6 years. D3: 5 years.
CATHAY PACIFIC AIRWAYS (Hong Kong)	CAT	200F 200FM 400 400BCF 400F 400SF	2 3 24 7 1 12	36 CLK HR 24 CLK HR	(1) (1) (1) 650	(2) (3) (2) (3) (2) (3)	5 YR	RB-211-524B2/C2/D4/ G2/H2	OC/CM	OC/CM	(1) 33 days, weekly check 8 days. (2) C/3 segment every 132 days. (3) C-Check every 12 months (-400); C-Check every 16 months (Classics) every fourth C/3.
CHINA AIRLINES (Taiwan)	CHI	400 400F 400P	4 20 9	----	600	7,500 or 18 MO	6 YR	CF6-80C2-B1F CF6-80C2-B1F PW4056	OC (1) OC (2)	OC/CM (2)	(1) For HPT and LPT Nozzle, do BSI every 250 cycles. For Combustor, do BSI every 250 cycles. (2) For HPC Stage 1 and HPT Nozzle, do BSI every 250 cycles. Stage 1 and 2 Blades: 250 cycles.
CHINA CARGO (China)	CIQ	400F 400ERF	1 1	----	600	6,000 or 15 MO*					* Whichever comes first.
CHINA SOUTHERN AIRLINES (China)	GUN	400F 400ERF	1 1	----	600	6,000 or 18 MO*	6 YR	PW4062	----	----	* Whichever comes first.

AIRLINE MAINTENANCE INSPECTION INTERVALS

AIRPLANE TYPE: 747		FLIGHT HOUR INTERVALS									
		AIRFRAME						ENGINES			
AIRLINE	CODE	MODEL	QTY	DLY	A	C	D / SI	TYPE	CSI/HSI	TBO	REMARKS
CORSAIR (France)	COR	300 400	2 6	(1)	(2)	6,000 or 18 MO*	84 MO (3) (4)	JT9D-7R PW4056	CM	CM (5)	(1) Performed every 48 elapsed hours, not to exceed 60 hours. (2) 850 FH (airborne) and 600 FH (airborne) for engine items. (3) C-Check performed by KLM. (4) Individual calendar time limited inspection at 48 and 60 MO. (5) 20,000 landings limit is only effective for airplanes affected by SSID program. * Whichever comes first.
DRAGONAIR (China)	DRG	200F 300SF 400BCF 400F 400SF	1 1 4 1 1	----	not over 50 DY	16 MO	not over 6 YR				
EL AL ISRAEL AIRLINES (Israel)	ELA	200C 200F 200FM 400	1 2 1 5	(1) (2)	---- 500	4,800 6,000 or 18 MO	24,000 25,000 or 72 MO	JT9D-7J JT9D-7J JT9D-7Q JT9D-7J PW4056	HSI 10,000 EHM 20,000 EHM 24,000	OC	(1) Transit Check if stop is 4 hours or less. Daily Check if stop is greater than 4 hours. (2) Daily Check must be done before 48 elapsed hours.
EUROPEAN AVIATION AIR CHARTER (United Kingdom)	EUL	200B	7	----	190	6,360	24,000 or 5 YR	RB211-524D4	N/A	N/A	A/C currently being revised to MSG-3 adaptation.
EVA AIR (Taiwan)	EVA	400 400F 400PC 400SF	3 3 5 5	----	600	7,500 or 18 MO*	6 YR	CF6-80C2-B1F	OC	OC/CM	* Whichever comes first.
EVERGREEN INTERNATIONAL AIRLINES (USA)	EVR	100F 200B 200C 200F 200FM	5 1 2 1 6	----	280	5,000 (2)	24,000 (3)	JT9D-7A JT9D-7AH JT9D-7F	OC	OC (4)	(1) Or 7 MO. (2) Or 24 MO (6 Phases). (3) Or 108 MO (9 Years). All maintenance checks are block inspections. (4) 60 days (Two phases).

AIRLINE MAINTENANCE INSPECTION INTERVALS

AIRPLANE TYPE: 747		FLIGHT HOUR INTERVALS									
		AIRFRAME						ENGINES			
AIRLINE	CODE	MODEL	QTY	DLY	A	C	D / SI	TYPE	CSI/HSI	TBO	REMARKS
GARUDA INDONESIA (Indonesia)	GIA	400	3	Prior to first flight	650	6,000 or 18 MO*	28,000 or 6 YRS*	JT9D-7Q (2) CF6-80C2	6,000 10,000 OC/ CM	OC/CM	(1) Items incorporated into A- and C-Check. (2) Engine maintenance by Singapore Engine Overhaul Center. Airframe component maintenance by KSSU group. * Whichever comes first.
GLOBAL SUPPLY SYSTEMS (United Kingdom)	GSS	400F	3	----	700	18 MO*	6 YRS*				* With no flying restriction.
GREAT WALL AIRLINES (China)	GWL	400BCF 400F	1 3	----	600	6,000 or 18 MO*	6 YRS				* Whichever comes first.
HELLENIC IMPERIAL AIRWAYS (Greece)	HLE	230 281	2 2	----	550 or 4 MO*	5,500 or 18 MO*	6 YRS				* Whichever comes first.
IBERIA AIRLINES (Spain)	IBE	200B 200BPC	3 2	----	650	18 MO	(1)	JT9D-7A/7Q	OC	OC	(1) D2 - 26,000 hours or 66 MO D3 - 26,000 hours or 66 MO.
IRAQI AIRWAYS (Iraq)	IRQ	200C (1) (2) SP (3)	3 2	----	250 or 60 DY 100 or 21 DY 125 or 45 DY	2,000 or 16 MO (5) 1,600 or 11 MO (5) 2,000 or 24 MO (5)	20,000 or 6 YR 10,000 (7) 16,000 or 5 YR 8,000 or 8 YR (6)	JT9D-7F (8)	5,250	10,500	Engine overhaul by BEOL. (1) A/P YI-AGP, 200C registry. (2) A/P's YI-AGO, YI-AGN, 200C. (3) A/P YI-ALM, 200SP. (4) B-Check is incorporated into A-and C-Checks. (5) C-Check completed in four phases. (6) “D” Intermediate check. (7) “D” Due to low airplane usage. (8) Engine combustion chamber and turbine section check every 400 hours by IRQ.
JADE CARGO INT”L (China)	JDE	400ERF	6	----	850	24 MO (1)	8 YRS (2)				(1) After 14 years, interval goes to 18 MO. (2) After first D-Check, interval goes to 6 years.

AIRLINE MAINTENANCE INSPECTION INTERVALS

AIRPLANE TYPE: 747		FLIGHT HOUR INTERVALS									
		AIRFRAME						ENGINES			
AIRLINE	CODE	MODEL	QTY	DLY	A	C	D / SI	TYPE	CSI/HSI	TBO	REMARKS
JAL INTERNATIONAL. (Japan)	JAL	200F 300 400 400BCF 400D 400F	2 7 31 3 8 2	----	600 ----- ----- 600 (-400)	4,500 or 17 MO 7,500 or 18 MO (3) for -400 and -400F 3,500 or 18 MO (4) for -400D	5 YR 6 YR (3) ---- 5.5 YR (4)	JT9D-7Q JT9D-7R4G2 CF6-80C2	OC (2) ---- ---- OC	OC	(1) "M" check every 4.5-5.5 years for accomplishment of structural inspections, modifications. (2) a. Combustion chambers -7Q/600 hours, -7R/1,000 hours borescope inspection. b. 1st stage turbine NGVs -7Q/600 hours, -7R/1,000 hours borescope inspection. c. 1st stage turbine blade -7Q/1,000 hours. -7R/1,000 hours max. d. Lubrication oil system -7Q/600 hours -7R/600 hours main oil filter check and 200 SOAP. e. Rotor disk replace in accordance with P&W overhaul manual time limit.
KALITTA AIR (USA)	KAC	100 200B 200F 400SF	5 7 5 2	(1)	470 470 470 600	5600 or 72 MO* 6000 or 18 MO* (400SF)	24,000 6 YR (400SF)	JT9D-7A/7J JT9D-7Q JT9D-7R4G2 CF6-80C2B1F	EHM	----	(1) First flight of each calendar day, or once every 24 elapsed hours, based on Zulu time. * Whichever comes first.
KLM ROYAL DUTCH AIRLINES (Netherlands)	KLM	400 400ERF 400PC	5 4 17	----	850 (1)	24 MO (2)	8 YR (3)	CF6-80C2	----	OC	(1) Engine items limited to 150 cycles. (2) Above 20,000 FC or 24 YR, the interval is 18 MO. (3) Second D-Check and on: Every 6 YR.
KOREAN AIR (South Korea)	KAL	400 400BCF 400ERF 400F 400PC	21 5 8 9 1	(1)	600	7,500 or 18 MO	6 YR	PW4056 PW4062A	OC	OC	(1) Pre/Post Flight Check.
KUWAIT AIRWAYS (Kuwait)	KUW	200BPC 400PC (1)	2 1	---- 48 ELAP HR	48 ELAP HR 500 or 91 DY	5,280 or 1,128 DY 5,000 or 3 YR	20,000 or 5 YR (2) 9 YR	JT9D-7J CF6-85C2	5,500 OC	11,000 OC	(1) Low utilization maintenance schedule. (2) D-Check distributed in C-Checks.
LION MENTARI AIRLINES (Indonesia)	MLI	400	2	(1) (2) (3)	500	5,000 or 18 MO, WCF	6 YR	PW4056-3	OC	OC	(1) Pre-Flight Maintenance Tasks will include Transit Check. (2) Pre-Flight Check performed before each and every flight. (3) Daily Check performed after the last flight of each day.

AIRLINE MAINTENANCE INSPECTION INTERVALS

AIRPLANE TYPE: 747		FLIGHT HOUR INTERVALS									
		AIRFRAME						ENGINES			
AIRLINE	CODE	MODEL	QTY	DLY	A	C	D / SI	TYPE	CSI/HSI	TBO	REMARKS
LUFTHANSA GERMAN AIRLINES (Germany)	DLH	400 400PC	23 7	(1)	850	21 MO (Trial)	78 MO (2)	CF6-80C2	OC (3)	OC	(1) PF- CK 1 flight, Ramp CK- max 48 hours, "S-Check" - 8 days max. (2) D2 Check is at 72 MO. (3) EHM/HSI OC except for fan rotor 2,200 L/OC.
MALAYSIA AIRLINES (Malaysia)	MAS	400 400F	13 2	(1)	660	7,500 or 20 MO (3)	6.5 YR (4)	PW 4056	OC	(5)	(1) Six hours planned or 12 hours unplanned (Stayover Check) (2) B-Check in two parts: B1 to B2 = 1320 FH B2 to B1 = 1320 FH (3) C-Check in two parts: C1 to C2 = 7500 FH/20 MO C2 to C1 = 7500 FH/20 MO C Extended Check = 52 MO (4) D-Checks in two parts: D1 to D2 = 6.5 YR D2 to D1 = 6.5 YR (5) Engine overhaul by GEESM.
MARTINAIR HOLLAND (Netherlands)	MTH	400BCF	4	----	850	7,500 or 18 MO*	72 MO	CF6-50E2	----	OC	KLM performs Airframe and engine overhaul. Martinair uses KLM maintenance program. * Whichever comes first.
MK AIRLINES (United Kingdom)	MKA	200F 200FM 200SF	5 2 1	Yes	375	4,800	----	JT9D-7Q JT9D-70A	7,000 CY 7,000 CY	OC	Checks include all lower checks, station transit/pre-flight checks and turnaround checks (Line Maintenance – 1 day).
NIPPON CARGO AIRLINES (Japan)	NCA	400F	10	----	600	7,500 or 18 MO	6 YR	CF6-80C2	OC (1)	OC	(1) First stage compressor blades, 400 Cycles or 2,000 hours, whichever comes first. Combination chambers, same as above. First and second state turbine blades, same as above.
NORTHWEST AIRLINES (USA)	NWA	200B 200F 200FM 200SF 400	4 9 2 2 16	(1)	600 (-200) 700 (-400)	6,000 or 18 MO* 8,050 or 21 MO*	18,000 or 4 YR 28,000 or 6 YR*	JT9D-7J/7Q/ 7R PW4056	OC	OC	(1) Turnaround Check 1 Flight Cycle, Line Check 7 days. * Whichever comes first.
PAKISTAN INTERNATIONAL AIRLINES (Pakistan)	PIA	200BPC 300	2 6	(1)	600 250	6,000 or 18 MO 4,000	6 YR 24,000	JT9D-7A CF6-50E (2)	----	OC	(1) Daily Check completed every 36 elapsed hours; Weekly Check not to exceed 8 elapsed days (2) JT9D overhauled by BEOL, CF6 overhauled by PIA.

AIRLINE MAINTENANCE INSPECTION INTERVALS

AIRPLANE TYPE: 747		FLIGHT HOUR INTERVALS									
		AIRFRAME						ENGINES			
AIRLINE	CODE	MODEL	QTY	DLY	A	C	D / SI	TYPE	CSI/HSI	TBO	REMARKS
PHILIPPINE AIRLINES, INC. (Philippines)	PAL	400	5	(1)	750 FH	8,500 or 21 MO*	34,000 or 7 YR	CF6-80C2	N/A	N/A	(1) Daily Check not to exceed 24 elapsed hours.
POLAR AIR CARGO (USA)	PAO	200FM 400F	1 6	(1)	650	6,000 or 18 MO*	6 YR	CF6-80C2	OC	OC	(1) Daily Check completed every 24 hours. * Whichever comes first.
QANTAS (Australia)	QAN	300 400 400ER	6 24 6	----	600 750	6,000 or 18 MO 24 MO	25,000 or 6 YR 8 YR (I) 6 YR (R)	---- RB211-524G CF6-80C2	(1) OC/CM (2)	OC/CM 10,000	(1) LPC module - OC HPC module - OC LPT module - 5,000 cycles HPT module and gearboxes - OC Hot section borescope inspect - 500 FH (2) Hot section/cold section borescope inspection - 500 hours. (3) 30,000 hours for first ck, 25,000 hours for subsequent checks. (4) 8 years initial, 6 years subsequent.
ROYAL AIR MAROC (Morocco)	RAM	400	1	(1) (2)	850	18 MO	72 MO	CF6-80C2	OC	OC	(1) Once per calendar day not exceeding 60 calendar hours. (2) A Service Check every 8 DY without exceeding 216 calendar hrs between two successive inspections.
SAUDI ARABIAN AIRLINES (Saudi Arabia)	SVA	SP 100B 200F 300 400	1 7 1 10 4	----	375 (1) 600	4,500 (3) 6,000 or 18 MO	30,000 (2) 6 YR	RB211-524 C2/D4	OC	OC	(1) Progressive A-Check. "A4" and "A8" includes heavy lubrication. (2) 1st D-Check will be at 23,000 to 25,000 hours. (3) C-Check completed in three phases.
SAUDI ROYAL FLIGHT (Saudi Arabia)	SRF	SP 300 400	2 1 1	1 DY	60 DY	3 YR	8,000 or 8 YR (1)	RB211-524D4-39 RB211-524C2-19 JT9D-7R4G2	N/A	OC	(1) Mid-Checks at 4,000 FH or 4 years.
SINGAPORE AIRLINES, LTD. (Singapore)	SIA	400 400F	14 13	(5)	750	8,800 or 21 MO 8800 or 21 MO	7 YR (1) 6 YR (1)	PW4056	CM (2)	EM	(1) D-Checks every seven years. (2) Engine Performance Trend Monitoring.
SOUTH AFRICAN AIRWAYS (South Africa)	SAA	400	4	----	650	6,500	6 YR	RB211-524H2T	----	(1)	(1) Engine Performance Trend Monitoring.
THAI AIRWAYS INTERNATIONAL (Thailand)	TII	400	18	----	800	24 MO	7 YR	CF6-80C2B1F	----	OC	B-Check included in A- and C-Checks.

AIRLINE MAINTENANCE INSPECTION INTERVALS

AIRPLANE TYPE: 747		FLIGHT HOUR INTERVALS									
		AIRFRAME						ENGINES			
AIRLINE	CODE	MODEL	QTY	DLY	A	C	D / SI	TYPE	CSI/HSI	TBO	REMARKS
TRANSAERO AIRLINES (Russia)	TRX	200 300 400	4 4 3	(1) (1) (1) (2)	600	6,000 or 18 MO*	6 YR	RB211-524D4 JT9D-7R4G2 RB211-5f24H2T	OC	OC	(1) Transit Check performed before each flight; Daily Check performed every other day, not to exceed 48 hours calendar time. (2) Daily Check before first flight of each calendar day, or once every 24 elapsed clock hours. * Whichever comes first.
UNITED AIRLINES (USA)	UAL	400	30	(2)	600 (2)	547 DY (2) C-Check 18 MO	2,189 DY	JT9D-7J PW4000	----	(1)	(1) Overhaul/Engine shop visit not required at any particular interval. UAL has extensive engine maintenance capability. (2) No. 1 Service: Layover less than 4 hours - no max. interval. No. 2 Service: SP & 200: 45 hours. max -400: No max. No. 3 Service: SP& 200: 85 hours max -400: 75 hours max. **Corrosion Visits:** All V1, V3, V5 and V7 are 456 days. V2, V6 are 916 days. V4 is 1824 days. V8 is 3648 days. Maintenance Program at MRB Rev E.
UPS (USA)	UPS	100F 200FM 400BCF 400F	7 4 2 8	----	420 or 77 DY (1) 400BCF: 600	3,600 or 18 MO* 400BCF: 6,000 or 18 MO*	8 YR	JT9D-7A/-7AH CF680C2-B1F (400BCF/F)	OC	OC	(1) The A-Check is split into 8 segments, 1A through 8A. Each segments accomplished every 77 days until 8 segments of a C-Check is accomplished. The cycle is repeated continuously. * Whichever comes first.
VIRGIN ATLANTIC AIRWAYS (United Kingdom)	VAA	400	13	(1)	750	21 MO	8 YR	CF6-80C2	OC	OC	(1) Before 1st flight of day, once every 24 hours, N/E 36 hours for non-CMR items. (2) Line check at 580 hours; hangar check at 1,060 hours.
YANGTZE RIVER EXPRESS (China)	YTH	400 400F	1 1	----	600	6,000 or 18 MO*	6 YRS				* Whichever comes first.

757 AIRLINE MAINTENANCE INSPECTION INTERVALS

AIRPLANE TYPE: 757		FLIGHT HOUR INTERVALS									
		AIRFRAME						ENGINES			
AIRLINE	CODE	MODEL	QTY	DLY	A	C	D / SI	TYPE	CSI/HSI	TBO	REMARKS
AEROGAL (Ecuador)	ERG	200	1	----	500	6,000 or 18 MO*					* Whichever comes first.
AEROMEXICO Mexico	AMX	200	2	----	500	6,000 or 18 MO	25,000 CY	PW2037	----	----	
AIR ASTANA (Kazakhstan)	AKZ	200 200EM	1 3	(1) (2)	500 (3)	6,000 (4)	----	RB211-535E4	OC	OC	(1) Transit Check before each flight. (2) Daily Check not to exceed 48 elapsed hours. (3) Structural A-Check every 300 cycles. (4) Structural C-Check every 3,000 cycles or 18 MO, whichever comes first.
AIR CHINA SOUTHWEST BRANCH (China)	XIN	200 200EM	8 5	----	300 (1)	3,000 (2)	----	----	----	----	(1) Structural S1A-Check every 300 cycles. (2) Structural S1C-Check every 1,500 cycles. Structural S2C-Check every 3,000 cycles.
AIR FINLAND (Finland)	FNL	200	3	----	600	6,000 or 3,000 CY or 18 MO					
ALADIA AIRLINES (Mexico)	TPT	200 200EM	1 2	(1)	500 or 300 CY	3,000 or 18 MO	24,000 or 72 MO	RB211-535E4	OC	OC	(1) 24 hours or first flight. (2) Every 7 days.
AMERICAN AIRLINES (USA)	AAL	200 200EM	104 20	(2)	85	6,000 or 18 MO (3)	24,000 or 72 MO (4)	RB211-535E4B	CM	CM	(1) With 50 FH fixed interval scheduling window. (2) With 50 FH periodic Service Check. (3) With 54-Day fixed interval scheduling window. (4) With 219-day fixed interval scheduling window.
AMERICA WEST AIRLINES (USA)	AMW	200EM	3	(1) (2)	30 DY	18 MO	----	RB211-535E4	OC	OC	(1) Transit Flight Check. Performed any time aircraft remains four (4) hours or more at AWR Stations. (2) Servicing checks are performed every four days.
ARKIA ISRAELI AIRLINES (Israel)	ARK	300	2	(1) (3)	500	5,000 (2) 6,000 or 18 MO (4)	12,000 CY or 72 MO	RB211-535-C4B 535-E4	CM	CM	(1) Transit Check before each flight. (2) Or 3,000 cycles or 18 months. (3) Daily Check (48-hour Check) before the first flight of the day, N/E 48 elapsed hours. (4) Structures C-Check: 3,000 CY or 18 MO.
ASTRAEUS, LTD. (United Kingdom)	AUA	200 200EM	3 2	----	----	----	----	RB211-535E4	----	----	
AVIANCA (Colombia)	AVI	200 200EM	4 5	----	500 or 300 CY (1)	6,000 or 18 MO (1)	----	----	----	----	(1) Systems and Zonal. * Whichever comes first.

AIRLINE MAINTENANCE INSPECTION INTERVALS

AIRPLANE TYPE: 757		FLIGHT HOUR INTERVALS									
		AIRFRAME						ENGINES			
AIRLINE	CODE	MODEL	QTY	DLY	A	C	D / SI	TYPE	CSI/HSI	TBO	REMARKS
AWAS (Ireland)	AWW	200EM 200PF 200SF	6 3 1	(1)	750 or 98 DY or 300 CY	6,000 or 18 MO	----	RB211-535E4	(2)	OC/CM	(1) Transit Check before each flight. Daily Check N/E 24 elapsed hours. Weekly Check: 7 days or 50 cycles. (2) Computerized EHMP. HSI and S.S.V. to CAA agreement.
BELAIR AIRLINES (Switzerland)	BLB	200EM	2	(1)	500	6,000 or 18 MO*		RB211-535E4			(1) Not to exceed 48 elapsed hours. * Whichever comes first.
BRITISH AIRWAYS (United Kingdom)	BAB	200 200EM	10 3	(1)	500	6,000 or 3,000 CY or 18 MO*	----	RB211- 535E4	----	OC	(1) Not to exceed 48 elapsed hours. * Whichever comes first.
CARGOJET AIRWAYS LTD (Canada)	WNT	200EM	1	----	500 or 300 CY	6,000 or 3,000 CY or 18 MO*					* Whichever comes first.
CHINA SOUTHERN AIRLINES (China)	GUN	200 200EM	11 8	----	500 or 300 CY*	6,000 or 18 MO*	(1)	RB211-535E4	OC	OC	(1) D-Check included in C-Check. (2) Structures C-Check: 3,000 FC or 18 MO*. * Whichever comes first.
CHINA XINJIANG AIRLINES (China)	XIJ	200 200EM	8 2	----	500	6,000	24,000 (4C)	RB211-535E4	----	----	Phases A + multiples at 500 FH.
CONTINENTAL AIRLINES (USA)	CAL	200 200EM 300	24 16 17	(1)	500 (2)	(3)	----	----	----	----	(1) 3 Days Service check/#3 Service check every 15 days. (2) Or 300 cycles.* (3) 24,000 FH, or 12,000 cycles or 72 months.* * Whichever comes first.
CONDOR (Germany)	CDF	300	13	(1) (2)	500	18 MO average	72 MO max 4C	PW2040 RB211	----	OC	(1) Daily Check before first flight or at 48 elapsed hours. (2) Service Check every 7 days maximum.
CYGNUS AIR (Spain)	REI	200PCF	2	(1)	500 (2)	6,000 or 3,000 FC or 18 MO*		RB211-535E4	OC	OC	(1) Transit Check completed at intermediate stop, provided stop is longer than 3 hours. (2) S1A-Check every 300 cycles. * Whichever comes first.
DELTA AIR LINES (USA)	DAL	200 200EM	106 21	----	500	6,000 or 3,000 CY or 601 DY*	24,000 or 12,000 CY or 6 YR (2)	PW2037	Shop Visit	CM	(1) B-Check accomplished in phases during A-Checks. (2) Initial D/SI at 7 years. * Whichever comes first.
DHL INTERNATIONAL (Belgium)	DHI	200 200SF	9 25	(1)	500	6,000, 3,000 CY or 24 MO*	24,000	RB211-535C	OC	OC	(1) Performed daily. * Whichever comes first.
EL AL ISRAEL AIRLINES (Israel)	ELA	200 200EM	1 4	(1) (2) (3)	500	5,500 or 18 MO	----	RB211-535E4	EHMP 20,000	OC	(1) Transit Check if stop is 4 hours or less. (2) Daily Check if stop is greater than 4 hours. (3) Daily Check must be done before 48 elapsed hours.

AIRLINE MAINTENANCE INSPECTION INTERVALS

AIRPLANE TYPE: 757		FLIGHT HOUR INTERVALS									
		AIRFRAME						ENGINES			
AIRLINE	CODE	MODEL	QTY	DLY	A	C	D / SI	TYPE	CSI/HSI	TBO	REMARKS
ETHIOPIAN AIRLINES (Ethiopia)	ETH	200EM 200PF 200SF	8 1 1	(1)	600 (2)	6,000 or 18 MO* (3)	----	PW2040	OC/ CM	----	(1) Before the first flight of each calendar day, N/E a maximum of 48 elapsed hours. (2) Structural A-Check "S1A" every 300 cycles. (3) Structural C-Check "S1C" every 3,000 cycles or 18 MO.* * Whichever comes first.
euroATLANTIC AIRWAYS (Portugal)	MAE	200EM	2	----	500	6,000 or 18 MO*					
EUROMED (Italy)	ERM	200	1	---	300 CY	3,000 CY or 18 MO*					* Whichever comes first.
FAR EASTERN AIR TRANSPORT (Taiwan, ROC)	FAT	200EM 200PF	5 1	---- (1)	500 ----	6,000 or 18 MO (2)	----	PW2037	----	OC	(1) Daily Check before first flight or 48 hours. (2) SC-Check: 3,000 Cycles.
FEDEX (USA)	FED	200SF	3	----	----	6,000 or 3,000 CY or 18 MO*		RB211-535E4			* Whichever comes first.
FINNAIR (Finland)	FIN	200EM	7	(1)	700	7,200 or 18 MO*	----	PW2040	OC	OC	(1) Daily Check before first flight Service Check: At 48 hour intervals. * Whichever comes first.
IBERIA (Spain)	IBE	200EM	1	----	550 or 450 CY*	6,000 (1)	24,000 (2)	RB211-535E4	OC	OC	(1) Or 300 cycles or 18 MO*. (2) Or 12,000 FC or 72 MO*. * Whichever comes first.
ICELANDAIR (Iceland)	ICE	200 200EM 200PF 300	8 10 2 1	----	1A: 600 or 300 CY 2A: 1,200	6,000 or 20 MO (1)	----	RB211-535E4	(2)	(2)	(1) S1C -Check 3000 cycles or 18 MO. (2) Shop visit based on CM, OC and disk life.
MEXICANA (Mexico)	CMA	200EM	3	----	500	6,000 or 18 MO	20,000 or 72 MO	----	----	----	The multiples of the “C-Check” are in hours/months intervals until they reach S12C, the it starts again.
MEXICO PRESIDENTIAL AIRCRAFT (Mexico)	MXG	200EM	1	----	2 MO (1)	24 MO (1)	----	RB211-535-E4	OC/ETM	OC/ETM	(1) Low utilization program.
MONARCH AIRLINES (United Kingdom)	MON	200 200EM	1 5	(1)	600 or 300 CY*	18 MO	----	RB211-535E4	----	----	(1) Pre-flight Check prior to every flight. Daily Check: once per calendar day. Weekly Check: Every 7 days. * Whichever comes first.
NORTHWEST AIRLINES (USA)	NWA	200 200EM 300EM	40 15 16	(1)	700	3,000 CY or 24 MO*	6 YR or 12,000 CY*	PW2037 PW2040	OC	(2)	(1) Turnaround Check - 3 days; Line check - 7 days. (2) Reliability Control. * Whichever comes first.

AIRLINE MAINTENANCE INSPECTION INTERVALS

AIRPLANE TYPE: 757		FLIGHT HOUR INTERVALS									
		AIRFRAME						ENGINES			
AIRLINE	CODE	MODEL	QTY	DLY	A	C	D / SI	TYPE	CSI/HSI	TBO	REMARKS
OMNI AIR INTERNATIONAL (USA)	OAE	200EM	3	----	500 or 300 CY or 100 DY	6,000 or 3,000 CY or 18 MO					Both A- and C-Checks are broken into 12 segments. Corrosion and Structural programs are included in applicable C-Check visits.
ROYAL AIR MAROC (Morocco)	RAM	200	2	(1)	500	6,000 or 18 MO	24,000 or 72 MO	PW2037	OC	OC	(1) Once per calendar day.
ROYAL NEPAL AIRLINES (Nepal)	RNA	200 200PC	1 1	----	500	5,000 or 3,000 CY (1)	----	RB211-535-E4	(2)	(2)	(1) Contracted to Royal Brunei Airlines. (2) EHMP.
ROYAL NEW ZEALAND AIR FORCE (New Zealand)	RNZ	200	2	(1)	61 DY	At 24 MO intervals	----	RB211-535E4B	OC	OC	(1) Each calendar day.
SANTA BARBARA AIRLINES (Venezuela)	YDJ	200EM	3	----	Systems/ Zonal: 500 Struct: 300 CY	(1)					(1) Systems: 6,000 FH or 18 MO*. Structural: 3,000 CY or 18 MO*. * Whichever comes first.
SAUDI ROYAL FLIGHT (Saudi Arabia)	SRF	200	1	(1)	45 DY	32 MO	8 YR (2)	PW2037	----	OC	(1) Each calendar day. (2) Mid-check at 4 years.
SHANGHAI AIRLINES (China)	SHA	200 200EM	9 1	----	350	3,500 or 18 MO*	----	PW2037	CM	CM	* Whichever comes first.
SHANGHAI AIRLINES CARGO (China)	CIX	200SF	2	----	350	4,200 or 15 MO*	6 YRS	----	CM	CM	S-Check is performed within A-Check and C-Check. * Whichever comes first.
STATE AIR CO. “BERKUT” (Kazakhstan)	ORE	200	1	----	300 or 2 MO	3,600 or 2 YR	----	----	----	----	
SUNEXPRESS (Turkey)	SNS	200	3	(1)	500	6,000 or 18 MO*	----	PW 2037	OC	OC	(1) Every 48 elapsed hours. * Whichever comes first.
TACV-CABO VERDE AIRLINES (Cape Verde)	TCV	200	2	(1)	(2)	(3)		PW2037 PW2040			(1) Not to exceQATARed 48 hours. (2) A-Check - Systems/Zonal: 500 FH A-Check - Structures: 300 Flight Cycles (3) C-Check - Systems/Zonal: 6,000 FH or 18 MO* C-Check - Structures: 3,000 FH or 18 MO* * Whichever comes first.
THOMAS COOK AIRLINES (United Kingdom)	JMA	200 200EM 300	11 5 2	(1)	750 or 300 CY	7,500, 3,000 CY or 24 MO*	----	RB211-535E4/ 37B	(2)	(2)	(1) Once per calendar day. (2) Powerplant Management Program. * Whichever comes first.

AIRLINE MAINTENANCE INSPECTION INTERVALS

AIRPLANE TYPE: 757		FLIGHT HOUR INTERVALS									
		AIRFRAME						ENGINES			
AIRLINE	CODE	MODEL	QTY	DLY	A	C	D / SI	TYPE	CSI/HSI	TBO	REMARKS
THOMSON AIRWAYS LTD. (United Kingdom)	BRI	200 200EM	10 19	48	850 (1)	8,500 or 24 MO* (2)	----	----	----	----	(1) S1A Structures: 500 FC. (2) Structures C-Check: 3,000 CY or 24 MO*. * Whichever comes first.
TURKMENISTAN AIRLINES (Turkmenistan)	TUE	200	4	(1)	300	6,000	24,000	RB211-535E4	OC (2)	OC	(1) Before first flight of the day, 48 elapsed hours max. (2) 3A-Check.
UNITED AIRLINES (USA)	UAL	200 200EM	81 16	----	500	607 DY	HMV (1)	PW2037	----	OC	(1) HMV= 2,189 days
UPS (USA)	UPS	200PF	75	----	550 or 330 CY or 147 DY*	6,000, 3,000 CY, or 24 MO* (1)	4 C: 24,000/ 96 MO/ 12,000 CY*	PW2040 RB211-535E4B	PW 2040 RR RB211-535E4B	----	(1) C-Check in two segments. C1: Structures Check. P: Systems Check. * Whichever comes first.
US AIR FORCE (USA)	USF	C32	4		90 DY	3 YRS					
US AIRWAYS (USA)	USA	200 200EM	30 12	D/O 65 HR	550 or 300 CY	6,000 or 3,000 CY	----	RB211-535E4	OC	OC	
UZBEKISTAN AIRWAYS (Uzbekistan)	UZB	200ER	5	(1) (2)	500 (3)	6,000 or 18 MO (4)	----	PW2037	----	----	(1) Transit Check before each flight. (2) Daily Check not to exceed 48 elapsed hours. (3) Structural SA1-Check every 300 cycles. (4) Structural SA1-Check every 3,000 cycles.
VIM AVIA (Russia)	VIM	200EM	13	----	500	6,000 or 18 MO	3,000 FC or 18 MO	----	----	----	
XL AIRWAYS LTD. (United Kingdom)	SBE	200EM	1	(1)	500	6,000 or 18 MO*	----	RB211-534	OC	OC	(1) Per calendar day, never to exceed 48 elapsed hours. * Whichever comes first.
XIAMEN AIRLINES (China)	XIA	200	8	PF TR AF	400	4,000	----	RB211-535E4	OC	OC	

767 AIRLINE MAINTENANCE INSPECTION INTERVALS

AIRPLANE TYPE: 767		FLIGHT HOUR INTERVALS									
		AIRFRAME						ENGINES			
AIRLINE	CODE	MODEL	QTY	DLY	A	C	D / SI	TYPE	CSI/HSI	TBO	REMARKS
ABSA CARGO (Brazil)	BSB	300F	2	(1)	750	6,000 or 18 MO*					(1) Transit Check completed before each flight. Daily Check completed before each flight or every 48 clock hours. S1C-Check at 3,000 CY or 24 MO. S2C-Check at 6,000 CY or 36 MO. *Whichever comes first.
ABX AIR (USA)	ABX	200 200EM 200EREM 200SF	34 5 1 2	(1)	750	20 MO	----	CF6-80A JT9D-7R4D	----	IEC (2)	(1) Daily - Each flight day. Service Check every 3 calendar days. (2) Individual Engine Control
AEROFLOT (Russia)	ARO	300ER	11	(1)	750 (2)	6,000 or 18 MO* (3)	(4)	CF6-80C2	----	OC/CM	(1) Daily Check not to exceed 48 elapsed hours. (2) Structural A-Check every 300 cycles. (3) Structural C-Check every 3,000 cycles or 18 MO.* (4) Structural 4C-Check at 12,000 cycles or 72 MO.* * Whichever comes first.
AEROMEXICO (Mexico)	AMX	200ER 300ER	3 2	----	500	18 MO	----	PW4060 PW4062	OC	OC	
AIR ALGERIE (Algeria)	ALG	300	3	(1)	400 + 50 MAX	18 MO	----	CF6-80C2	OC	CM	(1) Transit Check before each flight Daily: Each calendar day Weekly every 7 calendar days or 100 FH. (2) Structural inspection items are integrated into normal phase inspection program.
AIR ASTANA (Kazakhstan)	AKZ	300EREM	2	(1) (2)	750 (3)	6,000 (4)	----	CF6-80C2	OC	OC	(1) Transit Check before each flight. (2) Daily Check not to exceed 48 elapsed hours. (3) Structural A-Check every 300 cycles. (4) Structural C-Check every 3,000 cycles or 18 MO*. * Whichever comes first.
AIR CANADA (Canada)	ACN	200 200EM 300EREM	11 11 30	----	500	M-Check 24 MO or 3,000 CY*	H-Check 26,400 72 MO or 9000 CY *	JT9D-7R4D CF6-80C2	----	IEC (1)	(1) Individual engine control. * Whichever comes first.

AIRPLANE TYPE: 767		FLIGHT HOUR INTERVALS									
		AIRFRAME						ENGINES			
AIRLINE	CODE	MODEL	QTY	DLY	A	C	D / SI	TYPE	CSI/HSI	TBO	REMARKS
AIR CHINA (China)	BEJ	200EREM 300 300EREM	3 4 3	----	500	6,000 or 18 MO	----	JT9D-7R4E PW4052 PW4056	----	10,000 or 3600 CY 4,000 CY	
AIR DO (Japan)	HIA	300 300ER	1 2	(1)	500 (2) 300 FC (3)	6,000 or 18 MO*					(1) Pre-Flight Check is done before and after each flight day. Transit Check is done before each flight. (2) System Check. (3) Structural Check.
AIR EUROPA (Spain)	ARE	300ER	2	(1)	750 (2)	6,000 or 3,000 CY or 18 MO* (3)	6 YR	CF6-80C2	CM	CM	(1) Daily Check not to exceed 48 elapsed clock hours. (2) Systems/Zonal A-Check: 750 FH; Structural A-Check: 300 FC. (3) Systems/Zonal C-Check: 6,000 FH or 18 MO* Structural C-Check 3,000 FC or 18 MO limit. * Whichever comes first.
AIR MADAGASCAR (Madagascar)	MAD	300EREM	3	48	500	6,000 or 18 MO*		CF6-80C2	OC/CM (1)	OC/CM (1)	(1) Condition of engines monitored by a computerized EHMP. * Whichever comes first.
AIR NEW ZEALAND (New Zealand)	ANZ	300EREM	5	(1)	750	8,500 or 730 DY*	12,000 CY or 8 YR	CF6-80C	OC/CM	OC/CM	(1) Daily, not to exceed 48 clock hours. Note: 30,000 FH interval is deleted from 767 intervals. * Systems C-Check- 8,500 FH Structures C-Check - 3,000 Cycles
AIR PACIFIC (Fiji)	APC	300EREM	1	----	600	6,000 or 3,000 CY or 18 MO (1)	----	CF6-80C2-B6	(2)	OC	(1) The C-Check System is comprised of 4 C-Check packages, C01-C04. Each C-Check inspection interval is 24,000 hours, 12,000 cycles or 72 MO.* Checks are equalized by a Control Check (C00) at intervals of 6,000 hours, 3,000 cycles or 18 MO.* (2) Hot Section Borescope Inspection at 600 hours. * Whichever comes first.
AIR SEYCHELLES (Seychelle Islands)	ASY	200EM 200EREM 300EREM	1 2 2	(1) (2) (3)	----	15 MO	51 MO	CF6- 80C2	OC	CM	(1) Transit Check before each flight. (2) Daily Check N/E 72 hours. (3) ETOPS Base Check prior to each ER ops.

AIRLINE MAINTENANCE INSPECTION INTERVALS

AIRPLANE TYPE: 767		FLIGHT HOUR INTERVALS									
		AIRFRAME						ENGINES			
AIRLINE	CODE	MODEL	QTY	DLY	A	C	D / SI	TYPE	CSI/HSI	TBO	REMARKS
AIR ZIMBABWE (Zimbabwe)	ZMB	200EREM	2	(1)	500 (2) 300 (3)	3,000 or 18 MO* (4)	----	PW4056 (8)	CM (5)	CM	(1) ETOPS Pre-Departure Check prior to every ER flight; Daily Check completed each calendar day, not to exceed 24 elapsed hours. (2) Systems/Zonal A-Check (3) Structural A-Check. (4) Structural C-Check * Whichever comes first.
ALL NIPPON AIRWAYS (Japan)	ANA	300 300EM 300EREM 300F	31 2 23 5	----	600	6,000 or 22 MO* (1)	----	CF6-80C2	OC (2)	OC	(1) Structural C-Checks at 3,750 FC or 22 months.* (2) (a) First stage compressor blades = 400 cycles. (b) Combustion chambers = 400 cycles. (c) First and Second stage turbine blades = 400 cycles. * Whichever comes first.
ALITALIA (Italy)	ALI	300EREM	12	(1)	500 or 300 CY	6,000 o 3,000 CY or 18 MO*	4C-Check Structural 12,000 CY or 72 MO*	CF6-80C2	OC/CM	OC	(1) Interval limited to structural inspection program only. Airframe, Engine & APU maintenance /engineering by Alitalia. * Whichever comes first.
AMERICAN AIRLINES (USA)	AAL	200ER 300ER	15 58	(3) (4) (5)	150	18 MO (2)	----	CF6-80A/ 80C2	CM	CM	(1) Within a 50 FH fixed interval scheduling window. (2) Within a 54 Day fixed interval scheduling window. (3) 50 flight hour periodic Service Check. (4) Service Check at overnight station when higher check not assigned. (5) ETOPS Check prior to every ER Flight.
AMIRI FLIGHT (United Arab Emirates)	ABD	300ER	1	(1)	750 or 4 MO* (2)	6,000 or 24 MO* (3)		CF6-80C2			(1) Transit Check before each flight; Daily Check not to exceed 24 elapsed hours. (2) Systems and Zonal A-Check. (3) Systems and Zonal C-Check. * Whichever comes first.
ARAMCO ASSOC. COMPANY (USA)	RAS	200ER	1	----	61 DY or 67 CY	2 YR	6 YR	CF6-80C2	----	----	(1) Low Utilization Maintenance Program developed by Boeing.
ARKEFLY (Netherlands)	HXL	300EREM	3	(1)	500 (2)	6,000 or 18 MO*	----	PW4060-3	OC	OC	(1) Maintenance Service Check. (2) A-Check equalized into 12 parts. * Whichever comes first.
ASIANA AIRLINES (South Korea)	AAR	300 300F 300EM	4 1 3	----	500 or 300 CY	5,000 or 18 MO	----	CF6-80C2	OC	OC	(1) Structural C-Check: 3,000 CY or 18 MO.

AIRLINE MAINTENANCE INSPECTION INTERVALS

AIRPLANE TYPE: 767		FLIGHT HOUR INTERVALS									
		AIRFRAME						ENGINES			
AIRLINE	CODE	MODEL	QTY	DLY	A	C	D / SI	TYPE	CSI/HSI	TBO	REMARKS
AUSTRIAN AIRLINES (Austria)	AUL	300ER	6	(1)	750 or 150 CY or 64 DY*	6,000 or 1,000 CY or 540 DY*	----				(1) Not to exceed 48 clock hours. * Whichever comes first.
AVIANCA (Columbia)	AVI	300EREM	7	----	500 or 300 CY	6,000 or 18 MO*	----	----	----	----	* Whichever comes first.
BELAIR AIRLINES (Switzerland)	BLB	300EREM	1	(1)	500	6,000 or 18 MO*		PW4060			(1) Not to exceed 48 elapsed hours. * Whichever comes first.
BRITISH AIRWAYS (United Kingdom)	BAB	300EREM	21	----	(1)	6,000 or 3,000 LDG or 18 MO		RB211-524G/ H-T		OC/CM	(1) Short haul: 750 FH. Long haul: 1,000 FH.
CARGOJET AIRWAYS LTD (Canada)	WNT	200ER	2	----	750 or 300 CY	6,000 or 3,000 CY or 18 MO*					* Whichever comes first.
CONDOR (Germany)	CDF	300EREM	9	(1)	400 (2)	3,000 CY or 24 MO*	----	PW 4060	----	OC	(1) Transit Check completed before each flight. (2) Service Check N/E 7 days max. * Whichever comes first.
CONTINENTAL AIRLINES (USA)	CAL	200ER 400ER	10 16	(1)	500 (2)	(3)	----	----	----	----	(1) First Service Check: 3 days. (2) Or 45 days or 300 cycles.* (3) 4C=24,000 or 12,000 cycles or 72 MO*. 6C=36,000 or 18,000 cycles or 108 MO*. 8C=48,000 or 24,000 cycles or 144 MO*. * Whichever comes first.
DELTA AIR LINES (USA)	DAL	300 300EREM 400ER	21 59 21	----	750	5,500 or 3,000 CY or 18 MO* 7,500 or 3,000 CY 547 DY* 6,000 or 3,000 CY or 547 DY*	HMV-1: 35,000 or 12,500 CY or 7 YR HMV-2: 30,000 or 12,000 CY 6 YR 35,000	CF6-80A CF6-80A PW 4060 CF6-80C2 PW 4060	Shop Visit	CM	* Whichever comes first.
DHL AIR LIMITED (United Kingdom)	DHH	300F	3	----	750 (1)	6,000 or 18 MO	----	----	----	----	(1) S1A Check – 300 Cycles S1C Check – 3,000 Cycles or 18 MO.

AIRLINE MAINTENANCE INSPECTION INTERVALS

AIRPLANE TYPE: 767		FLIGHT HOUR INTERVALS									
		AIRFRAME						ENGINES			
AIRLINE	CODE	MODEL	QTY	DLY	A	C	D / SI	TYPE	CSI/HSI	TBO	REMARKS
EL AL ISRAEL AIRLINES (Israel)	ELA	200 200EM 200EREM 300EREM	2 2 2 3	(1)	500	Systems: 5,500 or 18 MO Structures:1 8 MO	----	JT9D-7R4 PW4060	HSI 10,500 EHM 20,000 EHM 24,000	OC	(1) Transit Check performed when stop is 4 hours or less; Daily Check performed when stop is greater than four hours, but must not exceed 48 elapsed hours.
ERITREAN AIR LINES (Eritrea)	ERJ	200EREM	1		500	6,000 or 18 MO*					* Whichever comes first.
ETHIOPIAN AIRLINES (Ethiopia)	ETH	200EREM 300EREM	1 6	----	600	6,000 or 18 MO*	----	JT9D-7R4E	7,500 OC/CM	----	* Whichever comes first.
euroATLANTIC AIRWAYS (Portugal)	MAE	300EREM	4	----	750	6,000 or 18 MO*					* Whichever comes first.
FLORIDA WEST INTERNATIONAL (USA)	PAI	300F	1	----	550	12 MO					
FLYGLOBESPAN (United Kingdom)	FGS	300EREM	4	----	500	6,000 or 18 MO			----	----	2A/3A/4A/6A Checks equalized into 1,000 FH packages.
GULF AIR (Bahrain)	GUL	300EREM	5	----	500 or 120 DY	5,000	----	CF6-80C2B4 (1)	TBD	----	(1) 200 Cycle Borescope Program.
HAINAN AIRLINES (China)	HNA	300EREM	3	----	750	6,000 or 545 DYS*	24,000	PW4056-3 PW4062-3	OC	OC	* Whichever comes first.
HAWAIIAN AIRLINES (Hawaii)	HWI	300 300EREM	4 14	----	550 (1)	6,000 or 21 MO*	----	CF6-80A2 PW4060	OC	OC	(1) Structures A-Check: 300 FC (2) Structures C-Check: 3,000 FC/21 MO*. * Whichever comes first.
HEWA BORA AIRWAYS (Middle East and Africa)	EXD	200ER	1		500 (Sys/Zon) 300 FC (Struct)	6,000 or 18 MO* (Sys/Zon) 3,000 or 15 MO* (Struct)					* Whichever comes first.
ICELANDAIR (Iceland)	ICE	300EREM	3								

AIRPLANE TYPE: 767		FLIGHT HOUR INTERVALS									
		AIRFRAME						ENGINES			
AIRLINE	CODE	MODEL	QTY	DLY	A	C	D / SI	TYPE	CSI/HSI	TBO	REMARKS
JAL INTERNATIONAL (Japan)	JAL	200EM 300 300EM 300ER 300EREM 300F	3 20 2 4 19 3	----	500	Systems: 6,000 or 18 MO* Structures: 3,000 CY or 18 MO*	M-Check 6 YR	JT9D-7R4D CF6-80C2B4F/B7F	OC (1) OC (2)	OC	(1) On-Condition engine maintenance is approved by JCAB as follows: a. Combustion chambers - 1,000 hours borescope inspection. b. 1st stage turbine NGVs - 1,000 hours borescope inspection. c. 1st stage turbine blade - 1,000 hours maximum borescope inspection. d. Lubrication oil system - 600 hours main oil filter check and 200 SOAP. e. Rotor disk replace in accordance with P&WA overhaul manual time limit. (2) Combustion chambers = 400 cycles. * Whichever comes first.
JETAIRFLY (Belgium)	TLB	300ER	2	----	750	6,000 or 18 MO*		CF6-80C3			* Whichever comes first.
KENYA AIRWAYS (Kenya)	KEN	300 300EREM	1 5	(1)	750	6,000, 3,000 CY or 18 MO*	----	----	----	----	(1) Pre-Departure Checks performed at all en-route stops. * Whichever comes first.
KRASAIR (Russia)	ZXD	200EREM	3	----	500	6,000 or 18 MO	24,000 or 72 MO				
LAN AIRLINES (Chile)	LAN	300ER 300 EREM 300F	2 19 10	----	750 or 360 CY (1)	7,000 or 18 MO (2)	----	PW 4060 CF6-80C2	OC	OC	(1) A-Checks are distributed over 12 phases. (2) S1C: 3,000 Cycles or 24 MO.
LATCHARTER (Latvia)	LCH	300EREM	2	(1)	500 or 4 MO*	6,000 or 18 MO*					(1) Tranisit check completed prior to each flight; Daily Check not to exceed 48 elapsed hours. * Whichever comes first.
LOT POLISH AIRLINES (Poland)	LOT	200EREM 300EREM	2 5	(1)	500	6,000 (5)	(2)	CF6-80C2	(4)	(3)	(1) Maintenance Service Check (MSC) daily. (2) Structural “S4C” ck (72 months, 12000 cycles) (3) Engine condition monitoring. (4) Borescope inspection at 6A-Check. (5) S1C-Check: 18 months or 3,000 cycles.
MALEV HUNGARIAN AIRLINES (Hungary)	HGA	200EREM 300EREM	1 1	(2)	500	6,000 or 18 MO (1)	----	CF6-80C2	OC	----	(1) Structures C-Check: 3,000 CY or 18 MO. (2) 24 hours at home base, 48 hours at outstation.

AIRLINE MAINTENANCE INSPECTION INTERVALS

AIRPLANE TYPE: 767		FLIGHT HOUR INTERVALS									
		AIRFRAME						ENGINES			
AIRLINE	CODE	MODEL	QTY	DLY	A	C	D / SI	TYPE	CSI/HSI	TBO	REMARKS
MARTINAIR HOLLAND (Netherlands)	MTH	300 EREM	6	----	770 (1)	600 or 18 MO* (2) (3)	30,000 or 60 MO*	PW 4060	(4)	OC/CM	(1) A-Checks equalized into 12 parts. (2) Systems C-Checks equalized into 12 parts. (3) Structural C-Check items equalized into two parts at 18 MO or 3,000 cycles. (4) Borescope inspection at 800 hours. * Whichever comes first.
MEXICANA (Mexico)	CMA	300ER	2	----	500	6,000 or 18 MO	20,000 or 72 MO	----	----	----	The multiples of the “C-Check” are in hours/months intervals until they reach S12C, the it starts again.
MONARCH AIRLINES (United Kingdom)	MON	300ER	1	(1)	500 (2)	6,000 or 18 MO* (3)	----	Cf6-80C2	----	----	(1) Before each flight, not to exceed 48 elapsed hours. (2) Structural A-Check at 300 FC. (3) Structural C-Check at 3,000 CY or 18 MO*. * Whichever comes first.
NOROESTE AIR (Mexico)	NOS	300Er	1	(1)	750	6,000 or 18 MO	----	CF6-80C2B	OC	OC	(1) Performed each day, not to exceed 36 elapsed hours.
QANTAS (Australia)	QAN	300EREM	29	----	500	6,000 or 3,000 CY or 18 MO	----	CF6-80C2	(1)	OC	(1) Hot Section Borescope Inspection 600 hours. * Whichever comes first.
ROYAL AIR MAROC (Morocco)	RAM	300ER	2	(1) (2)	500	6,000 or 3,000 CY or 18 MO	HMV (3)	CF6-80C2	OC	OC	(1) Once every 48 hours calendar time. (2) Service Check once a week without exceeding 8 calendar days. (3) HMV1: 35000 FH/7 YR/12500 CY HMV2 to HMV5: 30000 FH/6 YR/12000 CY
ROYAL BRUNEI AIRLINES (Brunei)	RBA	300EREM	6	(1)	650	6,000 or 3,000 CY or 18 MO	----	PW 4060	(2	25,000 or 5,000 Cycles*	(1) Not to exceed 48 elapsed hours. (2) Engine Condition Monitoring. * Whichever comes first.
SANTA BARBARA AIRLINES C.A. (Venezuela)	YDJ	300EREM	1								
SHANGHAI AIRLINES (China)	SHA	300 300ER	4 3	----	350	3,500 or 18 MO*	----	PW4056	OC	OC	* Whichever comes first.
SKYMARK AIRLINES (Japan)	SKM	300EREM	2	----	500	6,000 or 18 MO	----	CF6-80C2	OC	CM same as ANA	

AIRLINE MAINTENANCE INSPECTION INTERVALS

AIRPLANE TYPE: 767		FLIGHT HOUR INTERVALS									
		AIRFRAME						ENGINES			
AIRLINE	CODE	MODEL	QTY	DLY	A	C	D / SI	TYPE	CSI/HSI	TBO	REMARKS
STAR AIR (Denmark)	SBJ	200 200EM 200EREM 200SF	5 2 3 1	(1)	151 DY	6,000 or 18 MO*					(1) Pre-Flight Check includes exterior walk-around inspection prior to each flight. * Whichever comes first.
STATE AIR CO. "BERKUT" (Kazakhstan)	ORE	200ER	1	----	300 or 3 MO	2,400 or 2 YR	----	----	----	----	
TAM (Brazil)	TPR	300ER	3	(1)	750	6,000 or 18 MO*		CF6-80C2	OC	OC	(1) Transit Check completed before each flight; Daily Check not to exceed 48 elapsed hours. * Whichever comes first.
TAMPA CARGO (Columbia)	TMP	200EREM 200ERSF	1 3	(1)	500	6,000 or 18 MO*			3,000 CY or 18 MO*		(1) Daily Check not to exceed 48 elapsed hours. * Whichever comes first.
THOMSON AIRWAYS LTD. (Great Britain)	BRI	200EREM 300EREM	2 13	48 ELAP HR	850 (1)	8,500 or 24 MO* (2)	----	CF6-80C2	----	----	(1) Structures 1A-Check: 500 FC. (2) Structures C-Check: 3,000 FC or 24 MO*. * Whichever comes first.
TRANSAERO AIRLINES (Russia)	TRX	200ER 300ER	3 8	(1)	500	6,000 or 18 MO (2)	24,000, 12,000 CY or 72 MO*	CF6-80A CF6-80C PW4056 PW4060 CF6-80C	OC	OC	(1) Transit Check completed before each flight. Daily Check performed every other day, not to exceed 48 hours. (2) Structural: 3,000 CY or 18 MO.* * Whichever comes first.
TURKMENISTAN AIRLINES (Turkey)	TUE	300EREM	1	(1)	500 or 300 CY or 91 DY	6,000 or 3,000 CY or 36 MO	24,000 or 12,000 CY or 9 YR	CF6-80C2	OC	OC	(1) Before first flight.
UNITED AIRLINES (USA)	UAL	300EREM	35	----	500	547 DY	1824 DY (1)	PW 4060	(2)	----	(1) Phased into C-Checks. (2) Overhaul/Engine shop visit not required at any particular interval.
UPS (USA)	UPS	300ERF 300F	32 3	----	650 or 81 DY or 305 CY* (1)	6,000 or 24 MO/ 3,000 CY*	24,000 or 96 MO or 12,000 CY	CF6-80C2-B6F	----	----	(1) Segmented A-Check. *Whichever comes first.
US AIRWAYS (USA)	USA	200EREM	10	Daily	550	7,000, 3,000 CY or 18 MO*	----	CF6-80C2	OC	OC	*Whichever comes first.

AIRLINE MAINTENANCE INSPECTION INTERVALS

AIRPLANE TYPE: 767		FLIGHT HOUR INTERVALS									
		AIRFRAME						ENGINES			
AIRLINE	CODE	MODEL	QTY	DLY	A	C	D / SI	TYPE	CSI/HSI	TBO	REMARKS
UZBEKISTAN AIRWAYS (Uzbekistan)	UZB	300EREM	5	(1)	500 (2)	6,000 or 18 MO (3)	----	PW2037	----	----	(1) Transit Check before each flight; Daily Check not to exceed 48 elapsed hours. (2) Structural SA1-Check every 300 cycles. (3) Structural SA1-Check every 3,000 cycles.
VIVA Macau (Macau)	VMC	200EREM	1	----	500	6,000 or 18 MO*					* Whichever comes first.
VOLARE S.p.A. (Italy)	VLR	300EREM	1	(1)	750(2)	6000 or 18 MO* (3)		PW 4060-3	CM/OC	CM/OC	(1) Once per calendar day, not exceeding 36 hours elapsed time. (2) Few tasks “Dropped out” from 750 FH A-Check and multiples are packed in special checks at 500, 1,000 and 2,000 FH intervals. (3) Structural C-Check at 3,000 FC or 18 MO. * Whichever comes first.
XL AIRWAYS (United Kingdom)	SBE	200EREM 300EREM	1 2	(1)	500	6,000 or 18 MO*	----	CF6-42 PW4000	OC	OC	(1) Per calendar day, never to exceed 48 elapsed hours. * Whichever comes first.

777 AIRLINE MAINTENANCE INSPECTION INTERVALS

AIRPLANE TYPE: 777		FLIGHT HOUR INTERVALS									
		AIRFRAME						ENGINES			
AIRLINE	CODE	MODEL	QTY	DLY	A	C	D / SI	TYPE	CSI/HSI	TBO	REMARKS
AEROLOGIC (Germany)	AGT	777F	5	(1)	600	6,000, 800 CY or 420 DY					(1) Pre-Flight Check completed before each flight; Daily Check not to exceed 48 elapsed hours.
AEROMEXICO (Mexico)	AMX	200ER	4	----	600 or 40 DY	10,800 or 720 DY	16,000 CY	GE90-94B	OC	OC	
AIR AUSTRAL (Isle de la Reunion France)	AUX	200ER 300ER	3 2	(1) (2) (3)	1,500	7,800, 960 CY or 18 MO*	4 YR or 4,000 CY* (4)	PW4090 GE90	OC	OC	(1) Ramp #1 - Pre-Flight Check. (2) Ramp #2 - Daily (48 clock hours max). (3) Service 8 days (216 clock hours max). (4) Except for the SC01 with an interval of 5 years or 4,000 cycles.* * Whichever comes first.
AIR CHINA (China)	BEJ	200	10	----	600 or 75 DY	6,000 or 750 DY or 4,000 CY					
AIR FRANCE (France)	AFA	200ER 300ER 777F	25 30 3	(1) (2) (3)	1,500, 166 CY or 105 DY (4)	7,800, 960 CY or 18 MO*	4 YR or 4,000 CY* (5) (6)	GE90	----	----	(1) Ramp #1 - Pre-Flight (2) Ramp #2 - Daily (48 clock hours max). (3) Service 8 days (216 clock hours max). (4) Trial phase. (5) Except for the SC01 Check for which interval (trial phase) is 5 years and 6 MO or 4,000 cycles. (6) Except for the SC02 Check for which interval (trial phase) is 9 YR or 8,000 cycles. * Whichever comes first.
AIR INDIA (India)	AIN	200 200ER 200LR 300ER	1 3 5 5	----	500 500 500 or 30 DY*	7,500 or 750 DY*	30,000 or 3,000 DY*				* Whichever comes first.
AIR NEW ZEALAND (New Zealand)	ANZ	200ER	8	(1)	750 or 100 CY or 47 DY	7,500 or 1,000 CY or 470 DY	16,000 CY or 3,000 DY	Trent 800			(1) Each calendar day.

AIRLINE MAINTENANCE INSPECTION INTERVALS

AIRPLANE TYPE: 777		FLIGHT HOUR INTERVALS									
		AIRFRAME						ENGINES			
AIRLINE	CODE	MODEL	QTY	DLY	A	C	D / SI	TYPE	CSI/HSI	TBO	REMARKS
ALITALIA (Italy)	ALI	200ER	10	(1)	1,000 or 75 DY	12,000 or 750 DY	----	GE90-04B	(3)	----	(1) 48 clock hours, then 100 FH, then 500 FH, then 600 FH. (2) A-Check completed in 12 independent phases "equally weighted" and including A, 2A, 3A, 4A works; 5A works to be added every five phases. (3) As per standard GE90 WPG Rev. 1 dated March, 2003.
ALL NIPPON AIRWAYS (Japan)	ANA	200 200ER 300 300ER	16 7 7 11	----	500	4,000 CY or 750 DY*	----	PW4074, PW4077, PW4090, PW4074D, PW4077D GE90-115B	(1) - (6)	(1) - (6)	(1) 600 cycles or 2,000 hours (PW).* 500 cycles or 3,500 hours (GE)* BSI - Combustion chamber, HPT 1st NGV, HPT 1st and 2nd. (2) 500 hours (PW). Master MCD Check - Oil Lubrication System. 1,200 hours (GE). Debris Monitoring System Sensor Check (3) PW & GE Engine Manual, Chapter 5: Change - Life Limited Parts. (4) Soft Time 16,000 hours (PW) 25,000 hours or 5,000 Cycles (GE)*: Overhaul - Fuel Metering Unit. (5) Soft Time 12,000 hours (PW) 15,000 hours or 2,500 Cycles (GE)*: Overhaul - Main Fuel Pump. (6) 16,000 hours (PW) 12,500 hours or 2,000 cycles*: Overhaul - Lube and Scavenge Pump. * Whichever comes first.
AMERICAN AIRLINES (USA)	AAL	200ER	47	(1) (2) (5)	150	1,125 DY (4)	----	RR Trent 800	CM	CM	(1) ER Check prior to every ER flight. (2) Service Check at overnight station when higher check is not assigned. (3) With 8 Day fixed interval scheduling window. (4) With 113 Day fixed interval scheduling window. (5) 50 FH periodic Service Check.
ASIANA AIRLINES (South Korea)	AAR	200ER	9	----	----	----	----	PW4090	----	----	
AUSTRIAN AIRLINES (Austria)	AUL	200IGW	4	(1)	600, 100 CY or 50 DY*	7,000, 1,000 CY or 540 DY*					(1) Not to exceed 48 clock hours. * Whichever comes first.

AIRLINE MAINTENANCE INSPECTION INTERVALS

AIRPLANE TYPE: 777		FLIGHT HOUR INTERVALS									
		AIRFRAME						ENGINES			
AIRLINE	CODE	MODEL	QTY	DLY	A	C	D / SI	TYPE	CSI/HSI	TBO	REMARKS
BRITISH AIRWAYS (United Kingdom)	BAB	200 200ER	3 44	(1)	500	12,000 or 4,000 CY or 750 DY*	48,000 or 16,000 CY or 3,000 DY*	GE90 Trent 800	----	----	(1) Daily Check before each flight from maintenance base (LHR, LGW, BOS). * Whichever comes first.
CATHAY PACIFIC AIRWAYS (Hong Kong)	CAT	200 300 300ER	5 12 13	36 CLK HR	500 or 75 DY(1)	365 DY	TBD	RR Trent 800	----	----	(1) Weekly Check every 8 Days.
CHINA SOUTHERN AIRLINES (China)	GUN	200 200ER 777F	4 6 4	(1) (2) (3)	600	7,500 (1)	8 YR (2)	GE90	----	----	(1) Structures C-Check: 4,000 CY or 750 DY*. (2) Heavy Maintenance. * Whichever comes first.
CONTINENTAL AIRLINES (USA)	CAL	200ER	20	(1)	600 (2)	(3)	----	GE90-90B	----	----	(1) First Service Check @ 3 Days and #3 Service Check @ 14 Days. (2) Or 150 cycles or 37 days*. (3) 4C=24,000 or 8000 cycles or 1500 days*. * Whichever comes first.
DELTA AIR LINES (USA)	DAL	200ER 200LR	8 8	(1)	500 or 100 CY or 75 DY	7,500 or 1,250 CY or 500 DY*	----	GE90 Trent-892	----	----	(1) Trip Check/ETOPS Pre-departure Check. (2) Lube V: Set (Hangar) - 200 Days. * Whichever comes first.
EGYPTAIR (Egypt)	EGP	200ER	5	(1)	----	7,500 or 750 DY*	----	----	----	----	(1) Carried out every 48 calendar hours. * Whichever comes first.
EL AL ISRAEL AIRLINES (Israel)	ELA	200ER	6	(1) (2)	600	7,500 or 24 MO	----	Trent 895	EHM 22,000	----	(1) Transit Check if stop is 4 hours or less. (2) Daily Check if stop is greater than 4 hours. Daily Check MUST be done before 48 elapsed hours.
EMIRATES (United Arab Emirates)	EAD	200 200IGW 200LR 300 300ER 777F	3 6 10 12 42 1	(1) (2)	1,500 or 100 DY 1,500 or 125 DY (-777F)	15,000 or 1,000 DY 15,000 or 1,125 DY (-777F)	----	Trent 877 Trent 892 GE90-110B Trent 892 GE90-115B GE90-115B	----	----	(1) RAMP# 1 - Service, Daily. (2) RAMP# 2 - Service, 350 FH or 20 days, whichever comes first.
ETIHAD AIRWAYS (United Arab Emirates)	ETI	300ER	5	(1) (2) (3)	750	7,500 (4)	4,000 CY or 4 YR	GE90-115B	----	----	(1) Transit Check - Before each flight. (2) Daily - N/E 48 hours elapsed time (3) Service Check - N/E 8 days or 216 Hrs elapsed time. (4) Systems and Zonal C-Check. * Whichever comes first.

AIRLINE MAINTENANCE INSPECTION INTERVALS

AIRPLANE TYPE: 777		FLIGHT HOUR INTERVALS									
		AIRFRAME						ENGINES			
AIRLINE	CODE	MODEL	QTY	DLY	A	C	D / SI	TYPE	CSI/HSI	TBO	REMARKS
EVA AIR (Taiwan)	EVA	300ER	14		500 or 37 DY or 200 FC*	6,000	750 DY or 4000 FC*	GE90-115B	----		* Whichever comes first.
JAL INTERNATIONAL (Japan)	JAL	200 200ER 300 300ER	15 11 7 13	----	500	6,000	16,000 CY or 3,000 DY	PW4074/77/90 GE90-94B/115B	----	----	M Check at 3,000 Days or 16,000 Flight Cycles.
JET AIRWAYS (India)	JPL	300ER	11	(1)	1,000, 125 CY or 60 DY*	12,000 or 1,500 CY or 730 DY*					(1) Transit Check performed before each departure. * Whichever comes first.
KENYA AIRWAYS (Kenya)	KEN	200	4	(1)	500	6,000, 2,000 CY or 18 MO*					(1) Transit Check performed before first flight of the day and at each en-route stop. * Whichever comes first.
KLM - ROYAL DUTCH AIRLINES (Netherlands)	KLM	200ER 300ER	15 3	48 (1)	1,200 or 165 FC or 75 Days*	750 DY	3,000 DY	GE90	----	OC	(1) Not to exceed 48 elapsed clock hours. * Whichever comes first.
KOREAN AIR (South Korea)	KAL	200ER 300 300ER	18 4 1	(1)	(2)	(3) (4)	(5)	PW4090	OC	OC	(1) Pre-/Post-Flight Check. (2) IAA (Sys) = 500 FH IAB (Struct/Zonal) =75 DY or 400 CY. (3) ICD (Sys) = 6,000 FH ICE (Struct/Zonal) = 750 DY or 4,000 CY. (4) ICG (Systems) = 7,500 FH. (5) Major check = 3,000 DY or 16,000 CY and over.
KUWAIT AIRWAYS CORPORATION (Kuwait)	KUW	200ER	2	(1)	500 (2)	6,000 (3)	----	GE90-94B	----	----	(1) N/E 48 elapsed hours. (2) Structural A-Check: 400 FC or 75 DY. (3) Structural C-Check: 4,000 FC or 750 DY.
LAN AIRLINES (Chile)	LAN	777F	2								

AIRLINE MAINTENANCE INSPECTION INTERVALS

AIRPLANE TYPE: 777		FLIGHT HOUR INTERVALS									
		AIRFRAME						ENGINES			
AIRLINE	CODE	MODEL	QTY	DLY	A	C	D / SI	TYPE	CSI/HSI	TBO	REMARKS
MALAYSIA AIRLINE SYSTEM (Malaysia)	MAS	200ER	17	(1)	550	13 MO (3)	8 YR	RR Trent 800	OC	(4)	(1) Six hours planned or 12 hours unplanned (Stayover Check) (2) B-Check in two parts: B1 to B2 = 82 Days B2 to B1 = 82 Days (3) C-Check in two parts: C1 to C2 = 13 MO C Extended Check = 52 MO (4) Engine overhaul by SAESL Singapore.
PAKISTAN INTERNATIONAL AIRLINES (Pakistan)	PIA	200ER 200LR 300ER	4 2 3	(1)	1,000 or 75 DY*	750 DY	3,000 DY				(1) Service Check 1 - 250 FH Service Check 2 - 500 FH * Whichever comes first.
QATAR AIRWAYS (Qatar)	QTR	200LR 300ER	4 8	(1)	600	7,500 (2)	15,000 FC or 3,000 DY*	GE90-115B	OC (3)	OC (3)	(1) Daily, prior to the first flight, not to exceed 48 elapsed hours in-service time between checks). (2) 2C-Check: 15,000 FH/ 1,125 DY* 4C-Check: 30,000 FH/ 2,250 DY* (3) Routine on-wing Maintenance Inspection Tasks coupled with Trend Monitoring via GE's Remote Diagnostics ("real-time" remote Monitoring and Diagnostic data). * Whichever comes first.
SINGAPORE AIRLINES (Singapore)	SIA	200ER 300 300ER	45 12 18	(1)	1,500 or 120 DY (2)	12,000 or 750 DY	24,000 or 1,500 DY	RR Trent 800 RR Trent 800 GE90-115	CM (3)	CM (3)	(1) Transit at all transit stops. Base stop at base stop > 9 hours, N/E 100 FH after C-Check. Departure Check before flt. (2) 500 FH Check. (3) Engine Performance Trend Monitoring.
SAUDI ARABIAN AIRLINES (Saudi Arabia)	SVA	200ER	23	----	500 or 75 DY	6,000 or 4,000 CY or 750 DY	24,000 or 1,875 DY or 16,000 CY	----	----	----	
TAM (Brazil)	TPR	300ER	4	(1)	600	7,500 or 1,600 CY or 18 MO*	1,125 DY (2)	GE90-115B	OC	OC	(1) Transit Check completed before each flight; Daily Check not to exceed 48 elapsed hours. (2) Structural Check. * Whichever comes first.
THAI AIRWAYS INTERNATIONAL (Thailand)	TII	200 200ER 300	8 6 6	----	500	4,000 CY or 750 DY*	----	RR Trent 800	----	----	* Whichever comes first.

AIRLINE MAINTENANCE INSPECTION INTERVALS

AIRPLANE TYPE: 777		FLIGHT HOUR INTERVALS									
		AIRFRAME						ENGINES			
AIRLINE	CODE	MODEL	QTY	DLY	A	C	D / SI	TYPE	CSI/HSI	TBO	REMARKS
TRANSAERO AIRLINES (Russia)	TRX	200 200ER	2 2	(1)	500	OOP	OOP	PW4077 PW4090	OC	OC	(1) Transit Check completed before any flight. Daily Check not to exceed 48 elapsed hours.
UNITED AIRLINES (USA)	UAL	200 200ER	19 33	(1) (2)	300	456 DY	547 Day	PW4074/84/90	----	----	(1) RAMP# 1- Service, Daily. (2) RAMP# 3- Service, 85 FH.
VIETNAM AIRLINES (Vietnam)	VIE	200ER	10		500	6,000	----	----	----	----	

DC-8 AIRLINE MAINTENANCE INSPECTION INTERVALS

AIRPLANE TYPE: DC-8		FLIGHT HOUR INTERVALS										
		AIRFRAME							ENGINES			
AIRLINE	CODE	MODEL	QTY	DLY	A	D	E	SI	TYPE	CSI/HSI	TBO	REMARKS
AEROTURBINE (USA)	AUB	71F	1	----	----	----	----	----	CFM56-2	----	----	
AIR TRANSPORT INT'L (USA)	TIN	62CF 71F 72CF 73AF 73CF	3 8 2 2 3	----	125	3,000	25,000 (1)	----	JT3D CFM56-2	10,000 (2)	(3)	(1) E = Airframe O/H. (2) Isotope NGVs at 2,500 FH. (3) Engine maintenance by APS.
ALG TRANS., INC. (USA)	ALW	62 63CF	2 1	----	----	----	----	----	JT3D	----	----	
ARCA AIRLINES (Colombia)	RCC	43 51C	4 1	----	----	----	----	----	RRCONWAY-12 JT3D	----	----	
ARROW AIR (USA)	ARW	62 62AF 63CF 63F	2 1 4 1	(1)	150	3,300	25,000	----	JT3D	----	----	(1) Pre-Flight Check.
ASTAR (USA)	DHL	73CF 73F	3 5	45 (1)	21 DY	3,300 or 17 MO (2)	----	----	CFM56-2	OC	OC	(1) Service Check. (2) C-Check.
BETA (Brazil)	BRQ	73CF	5	----	450	3,900 or 24 MO			CFM56-2C			
CYGNUS AIR (Spain)	REI	73CF	1	(1)	450	----	----	----	CFM56-2C1	OC	OC	(1) Pre-Flight Check: Walk around inspection before each flight. Transit Check done at intermediate stop if stop is longer than 3 hours.
HEWA BORA AIRWAYS (Middle East and Africa)	EXD	55F	1		450	5,200 or 18 MO*						* Whichever comes first.
INTAVIA (United Kingdom)	ZAB	62F	2	----	150	3,000	25,000	----	JT3D	10,000	OC (1)	(1) Engine maintenance by Cargolux/APM - Belgium or AIA Israel.

AIRLINE MAINTENANCE INSPECTION INTERVALS

AIRPLANE TYPE: DC-8		FLIGHT HOUR INTERVALS										
		AIRFRAME							ENGINES			
AIRLINE	CODE	MODEL	QTY	DLY	A	D	E	SI	TYPE	CSI/HSI	TBO	REMARKS
MK AIRLINES (United Kingdom)	MKA	54F 54JT 55 55F 55JT 62 62AF 62F 63CF	1 1 1 1 1 1 1 1 2	Yes	150	(2)	32,000	N/A	JT3D-3B 55F JT3D-7 62F/63CF	5,000 CY	OC (1)	(1) Engine maintenance by APM - Belgium and Cargolux. (2) C- Check performed at 3,400 hours. D-Checks are progressively phased into C-Checks.
MURRAY AIR (USA)	MUA	63CF 71F	2 1	(1)	----	25,000						(1) A Service Check must be performed every 7 days or 50 FH, whichever comes first. C-Checks: 2,500 or 48 MO.
SKYMASTER AIRLINES (Brazil)	SKA	62AF 63CF	1 2		450							C-Check is performed at 5,200 FH.
UPS (USA)	UPS	71CF 71F 73CF 73F	10 11 18 8	(1)	70 DY	24 MO C	----	(3)	CFM 56-2	OC	OC (2)	(1) Daily/Overnight - Daily. (2) CFM56-2 engine maintenance by General Electric. Borescope and Radiographic inspection. (3) SI consists of Structural and System items that are accomplished at intervals of either 24, 48 or 72 calendar months. The 72- month items are packaged with C-Check. * Whichever comes first.

DC-9 AIRLINE MAINTENANCE INSPECTION INTERVALS

AIRPLANE TYPE: DC-9		FLIGHT HOUR INTERVALS										
		AIRFRAME							ENGINES			
AIRLINE	CODE	MODEL	QTY	DLY	A	C	D	E	TYPE	CSI/HSI	TBO	REMARKS
ABX AIR, INC. (USA) Cargo	ABX	31 32 32CF 33CF 33F 33RC 41	12 11 3 1 1 3 29	(1)	450	24 MO	----	----	JT8D-7B/ 9A/11/15	----	(2)	(1) Service Check = Every three days. (2) Individual Engine Control.
AERO CALIFORNIA (Mexico)	AEX	14 15 32	4 6 23	----	105 (1)	3,450 (2)	30,000	Incl in D	JT8D-7A APU GTCP85	24 to 36 MO	5,000 or 8,000 10,000	(1) Plus or minus 10% flight hours. (2) Plus or minus 300 flight hours.
AEROPOSTAL (Venezuela)	LAV	31 32 51	1 3 5	24 HR +/- 4 HR (1)	----	3,000 or 18 MO*	----	----	JT8D-17A APU GTCP85/98D	(2) 3,000 3,500	OC 4,000	(1) Transit Check performed before each flight. (2) Performed according to the guidelines AD 86-09-02Rs and ASB 5639R10. * Whichever comes first.
AEROTURBINE (USA)	AUB	32	3									
AIR CANADA (Canada)	ACN	32	13	----	125	2,500	27,500	Incl in D	JT8D-7 APU GTCP85	(1)	OC	(1) HSI. Radiographic Borescope Individual Engine Control.
ASERCA AIRLINES (Venezuela)	SEZ	31 32	14 4						JT8D-7			
AUSTRAL CIELOS DEL SUR (Argentina)	ALA	32	1	(1)	100 or 45 DY (2)	3,500 or 18 MO (3) 2,500	16,000 or 60 MO	20,000, 120 MO 32,000	JT8D-7 APU GTCP85-98D	OC 3,000	OC	(1) Overnight Service (N) every two calendar days. (2) A, B, and 2B cks equalized in 8 168 FH phases. (3) Zonal and SSI Inspection at C and multiple C-Checks.
COMTRAN INTERNATIONAL (USA)	CII	32	2						JT8D-9/17			
EAST AFRICAN SAFARI AIR EXPRESS (Kenya)	EAX	14	2	----	450	3,600 or 15 MO*						* Whichever comes first.

AIRLINE MAINTENANCE INSPECTION INTERVALS

AIRPLANE TYPE: DC-9		FLIGHT HOUR INTERVALS										
		AIRFRAME							ENGINES			
AIRLINE	CODE	MODEL	QTY	DLY	A	C	D	E	TYPE	CSI/HSI	TBO	REMARKS
EVERGREEN INT'L AIRLINES (USA)	EVR	15MC 33CF 33RC	2 1 4	----	120 (1)	2,000 or 24 MO	19,000 or 120 MO	----	JT8D-7/9 APU GTCP85	OC	OC	(1) Or 90 days (6 Phases). (2) B check is incorporated into A- and C-Checks.
FINNAIR (Finland)	FIN	51	4	Turn (2)	150 AY R	2,500 or 14 MO	66 MO AY I	120 MO AY D	JT8D-17A APU GTCP85 -98D/-98DCK	OC 2,400 CY (1)	OC	(1) Engine maintenance by AY. APU maintenance by AY, Shop visit OC. (2) Or 48 hours.
GHANA AIRWAYS (Ghana)	GHN	51	1	----	(1)	1,250	12,000	Include in "D"	JT8D-17 APU GTCP85	----	----	(1) B = A-Check.
INTERCONTINENTAL DE AVIACION (Colombia)	IDV	14 15 32	1 6 1	----	80	1,600	----	20,000	JT8D-7A APU GTCP85	----	(1)	(1) Engine maintenance by Avianca. APU exchange with Garrett.
LASER (Venezuela)	LSR	14 31 32	1 2 2									LSR follows factory maintenance inspection intervals as recommended in OAMP ME9-001 for MSG-3 MX Prog and MRBR.
NORTHWEST AIRLINES (USA)	NWA	14 15 31 32 41 51	7 1 37 14 12 34	(1)	450	3,860 or 20 MO	7,720 or 3 YR	23,160 or 9 YR	APU GTCP85 JT8D-7B/9A/ 11-15/17	OC	OC	(1) Turnaround Check every 3 days, Line Check every 7 days.
SERVIVENSA (Venezuela)	SVV	31 32 51	1 2 2	----	125	3,000	26,00 in 2 parts	26,000 Incl in D	JT8D-7 /17A APU GTCP85	13,000 13,000 6,000	(1)	(1) Condition monitoring.
SPIRIT AIRLINES (USA)	SPR	31 32	1 1						JT8D-1/7/9			
TAESA (Mexico)	TES	14 15	2 3		125	3,500	24,500					

AIRLINE MAINTENANCE INSPECTION INTERVALS

AIRPLANE TYPE: DC-9		FLIGHT HOUR INTERVALS										
		AIRFRAME							ENGINES			
AIRLINE	CODE	MODEL	QTY	DLY	A	C	D	E	TYPE	CSI/HSI	TBO	REMARKS
US AIR FORCE	USF	32C9A 32VC	20 3	(1)	Daily Daily (1)	12 MO (4 parts)	80 MO (4 parts) (3)	10 YR 10 YR	JT8D-9A GTCP85 APU	6,300 (3) (4)	12,000 OC	(1) Pre-Flight Check valid for 48 FH. (2) 20 MO between depot visits. (3) HSI, Engine O/H by PG&T. (4) APU maintenance Triumph.
US NAVY	USN	32CF 33C9B 33RC	1 17 4	(1)	Daily (1)	800 in 4 parts (2)	80 MO in 4 parts (3)	8 YR	JT8D-9A GTCP85 APU	6,300 (4)	----	(1) Valid for 72 FH if flight not made. (2) Each 200 hours. (3) Twenty months between depot visits. (4) Engine O/H at 12,000 hours.

DC-10 AIRLINE MAINTENANCE INSPECTION INTERVALS

AIRPLANE TYPE: DC-10		FLIGHT HOUR INTERVALS													
		AIRFRAME									ENGINES				
AIRLINE	CODE	MODEL	QTY	DLY	A	C	100% 4,000 INT/ EXT	100% 8,000 INT/ EXT	100% 12,000 INT/ EXT	16,000/ 20,000 INT Sample	TYPE	CSI/HSI	TBO	Threshold Sample	REMARKS: All APUs are TSCP700.
BIMAN BANGLADESH AIRLINES (Bangladesh)	BNG	30	5	----	500	4,800	4,800 Incl in C	9,600 Incl in C	14,400 Incl in C	23,000/5 YR D ck (1)	CF6-50C1 CF6-50C2	----	OC (2)	Per DC-10 MRB	(1) D-Check by contractor, SSI inspection by BG/contractor, C-Check by BG. (2) Engine maintenance by AF. APU maintenance by Allied Signal.
CARGOITALIA (Italy)	CTG	30F	1	(1)	450	5,200 or 15 MO*	(2)	(2)	(2)	(2)	CF6-50C2	OC	OC	Per DC-10 MRB	(1) Service check interval not to exceed 72 hours. (2) SSIs tracked by cycles/calendar i conjunction with CPCP. based on aircraft utilization, SSIs are phased into C-Checks for convenience. * Whichever comes first.
CENTURION AIR CARGO (USA)	CHA	30F	5	(1)	500 450	5,200 or 18 MO ----	4,000 or 15 MO	----	----	----	JT9D-59A	----	----	----	
CIELOS DEL PERU (Peru)	CDP	30 30CF 30F	1 2 4	(1)	450	5200 or 18 MO*									Pre-Flight Check completed before departure. (1) Service Check not to exceed 72 hours. * Whichever comes first.
DAS AIR CARGO (United Kingdom)	DAC	30F	1	(1)	550 (2)	5,800 or 18 MO*	C (3)	C (3	C (3)	C (3)	CF6-50C1 /C2	OC (4)	OC (4)	Per DC-10 MRB (4)	Maintenance/Engineering by Alitalia MSG-3 Program (1) Service check interval 72 hours max. (2) A-Check not included in C-Check. (3) 100% SSI's tracked by cycles/ calendar in conjunction with corrosion program. Phased into C-Check and its multiples for convenience. (4) Engine Modules Threshold application as per Alitalia Workscope Planning Guide. * Whichever comes first.

AIRPLANE TYPE: DC-10		FLIGHT HOUR INTERVALS													
		AIRFRAME									ENGINES				
AIRLINE	CODE	MODEL	QTY	DLY	A	C	100% 4,000 INT/ EXT	100% 8,000 INT/ EXT	100% 12,000 INT/ EXT	16,000/ 20,000 INT Sample	TYPE	CSI/HSI	TBO	Threshold Sample	REMARKS: All APUs are TSCP700.
FEDEX (USA)	FED	10 10F 30F	1 1 7	----	90 DY	18 MO	4,000 Incl in C	8,000 Incl in C	12,000 Incl in C	MSG-3 10,000 CY = 6C 8,000 CY = 4C	CF6-6D CF6- 50C2	OC	----	Per DC-10 MRB	(1) FM: A-Check = 30 DY, B Check = 90 DY C-Check accomplished @ 18 MO.
GARUDA INDONESIA (Indonesia)	GIA	30	1	----	500	4,800 by SR	----	----	12,000/ Incl in D (HMV)	23,000/5 YR D ck (1)	CF6- 50C	----	OC (2)	Per DC-10 MRB	(1) Whichever comes first. (HMV). (2) Engine maintenance by KL. APU overhaul by UT.
GEMINI AIR CARGO (USA)	GMN	30F	2	(1)	350	4,200 or 15 MO*									(1) Once each calendar day. * Whichever comes first.
GHANA AIRWAYS (Ghana)	GHN	30	3	(1)	450 (2)	5,200 or 15 MO*	C (4)	C (4)	C (4)	C (4)	CF6-50C2	OC (5)	OC (5)	Per DC-10 MRB (5)	Maintenance/Engineering by Alitalia MSG-3 Program. (1) Service Check interval 72 hours maximum. (2) A-Check not included in C-Check. (3) 100% SSIs tracked by cycles/ calendar in conjunction with corrosion program. Phased into C-Check and its multiples for convenience. (4) Engine Modules Threshold application as per Alitalia Workscope Planning Guide. * Whichever comes first.
JAL INTERNATIONAL (Japan)	JAL	40I	2	----	300	4,000 or 16 MO in M4 (1)	Incl in 1C (typ)	Incl in 2C (typ)	Incl in 3C (typ)	Incl in M (typ)	JT9D-59A	(2)	(2) (3)	Per DC-10 MRB	(1) C-Check = 3,500 FH or 14 months, whichever comes first after 4M. M-Check: M1 to M4 = 5 years. M5 = 4.5 years. (2) Borescope inspection: combustion Chamber 600 FH HPT 1 stage Guide Vane 600 FH. HPT 1st stage turbine Blade 1,000 FH. APU borescope Combustion chamber at 1C. (3) Engine SV: 4,500 hours average. APU SV: 2,800 hours average.

AIRLINE MAINTENANCE INSPECTION INTERVALS

AIRPLANE TYPE: DC-10		FLIGHT HOUR INTERVALS													
		AIRFRAME									ENGINES				
AIRLINE	CODE	MODEL	QTY	DLY	A	C	100% 4,000 INT/ EXT	100% 8,000 INT/ EXT	100% 12,000 INT/ EXT	16,000/ 20,000 INT Sample	TYPE	CSI/HSI	TBO	Threshold Sample	REMARKS: All APUs are TSCP700.
MASTER TOP AIRLINES (Brazil)	MTN	30F	1	(1)	450	4,000 or 15 MO*									(1) Pre-Flight Check before 1st flight of the day. * Whichever comes first.
OMNI AIR INTERNATIONAL (USA)	OAE	10	13		450 or 100 DY*	6,210 or 24 MO*									Both A- and C-Checks are broken into 12 segments. * Whichever comes first.
RAYTHEON TECH SERVICES (USA)	HAC	10	1	----	450 or 12 MO	6,210 or 24 MO									
UNITED AIRLINES (USA)	UAL	30F	2	#1 Svc Daily #3 Svc 45 HR. #3 Svc 50 HR.	(1)	(2)	3C (3)	3C/BCP	12,500 (4)	16,000/ 32,000 (4)	CF6-6D CF6-50C2B	(5)	----	Per DC-10 MRB	(1) A = 27 weeks. (2) C = 108 weeks. (3) 4,000 FH SSIs = 3C. (4) 12,000 FH SSIs = Various C-Check Numbers 1-12 (N/E 12,500 FH) SS sampling = MPV 16,000 FH. SS sampling = BCP 32,000 FH. CPCP during C, P&D checks & 39 MO special route - 7 day visit. (5) Shop visit schedules only for cause or life limits. Overhaul not required at any specified interval.
US AIR FORCE	USF	10 30CF	1 48	----	27 Wks (1)	108 Wks (2)	108 Wks	144 Wks	216 Wks	252 Wks/ 324 Wks	CF6-50C2	(3)	OC	----	(1) A-Chk in 4 phases, 27 wks apart. A4 accomplished with C-Check. (2) C-Chk in 4 phases, 108 weeks apart, by Boeing San Antonio. (3) Engine borescope every 27 wks by GE.
WORLD AIRWAYS, INC. (USA)	WLD	30 30F	11 2	----	350 (1) 450	5,000 5,200	5,000	10,000	15,000	20,000 (2)	CF6-50C1 CF6-50C2	OC	OC (3)	Per DC-10 MRB	(1) Major structural inspection included in full C-Check.

MD-11 AIRLINE MAINTENANCE INSPECTION INTERVALS

AIRPLANE TYPE: MD-11		FLIGHT HOUR INTERVALS												REMARKS
		AIRFRAME									ENGINES			
AIRLINE	CODE	MDL	QTY	DLY	A	C	100% 30 MO INT/EXT	100% 60 MO INT/EXT	100% 120 MO INT/EXT	20% 60/S MO sample INT/EXT	TYPE	CSI/HSI	Threshold sample	All APUs are TSCP700-4E.
ALITALIA (Italy)	ALI	11F	5	24 HR	500	5,400 or 15 MO	66 MO (2C)	----	----	----	CF6-80C2 / APU	OC	----	
CHINA CARGO (China)	CIQ	11F	6	----	350	----	4,200 or 15 MO*							* Whichever comes first.
EVA AIR (Taiwan)	EVA	11F	9	----	500 or 75 DY*	6,000 or 15 MO*	30 MO	60 MO	120 MO	60 MO	CF6-80C2-D1F	OC	OC	* Whichever comes first.
FEDEX (USA)	FED	11F / 11P	53 / 6	250 or 7 DY	250 (1)	6,000 or 18 MO*	30 MO (2)	60 MO (2)	120 MO	60 MO (3)	CF6-80C2 PW4460	OC	----	(1) B-Check = 650 HR. (2) SSI Inspections are integrated over 4C-Checks. * Whichever comes first.
FINNAIR (Finland)	FIN	11ERP / 11P	1 / 6	(1)	700	7,500 or 18 MO*	----	60 MO (1)	120 MO	60 MO (1)	CF6-80C2	OC	OC	(1) PFI done before each departure; SC done at 48 HR intervals. (2) 30,000 or 72 MO = D-Check. * Whichever comes first.
KLM ROYAL DUTCH AIRLINES (Netherlands)	KLM	11P	10	48 (1)	770	7500	----	60 MO	----	60 MO	CF6-80C2	----	----	(1) Not to exceed 48 elapsed hours. D1 = 30,000 or 72 Months. D2 = 30,000 or 60 Months.
LUFTHANSA CARGO (Germany)	LUB	11F	19	(1)	720	6000 or 15 MO*					CF6-80C2D1F			(1) PF Check before ea flight * Whichever comes first.
MARTINAIR HOLLAND (Netherlands)	MTH	11CF / 11F	4 / 3	----	700 (1)	7,500 or 18 MO*	----	60 MO	----	60 MO	PW4462 (2)	----	----	(1) Same intervals as Swissair, using their maintenance program. (2) Engine Maintenance by Swissair. * Whichever comes first.

AIRLINE MAINTENANCE INSPECTION INTERVALS

AIRPLANE TYPE: MD-11		FLIGHT HOUR INTERVALS												REMARKS
		AIRFRAME									ENGINES			
AIRLINE	CODE	MDL	QTY	DLY	A	C	100% 30 MO INT/EXT	100% 60 MO INT/EXT	100% 120 MO INT/EXT	20% 60/S MO sample INT/EXT	TYPE	CSI/HSI	Threshold sample	All APUs are TSCP700-4E.
SAUDI ARABIAN AIRLINES (Saudi Arabia)	SVA	11F	4	----	350	4,200 or 15 MO	----	----	----	----	----	----	----	D-Check: 25,200 FH or 90 MO, whichever comes first.
SAUDI ROYAL FLIGHT (Saudi Arabia)	SRF	11P	2	1 DY	75 DY	32 MO	30 MO	60 MO	90 MO	60 MO	PW4462	----	OC	
SHANGHAI AIRLINES CARGO (China)	CIX	11F	4	----	400	4,200 or 15 MO*								* Whichever comes first.
UPS (USA)	UPS	11F	38	----	450	4,200 or 15 MO	30 MO	60 MO	120 MO		PW4460 CF6-80C2			
WORLD AIRWAYS, INC. (USA)	WLD	11ERP 11F 11P	2 8 3	----	550	4,800 or 15 MO	30 MO	60 MO	120 MO	60 MO	PW4462	----	----	Intervals per MRBR.

MD-80 AIRLINE MAINTENANCE INSPECTION INTERVALS

AIRPLANE TYPE: MD-80		FLIGHT HOUR INTERVALS											
		AIRFRAME							ENGINES				
AIRLINE	CODE	MODEL	QTY	DLY	R	A	C	SIP	TYPE	CSI/HSI	TBO	Threshold Sample	REMARKS
AERO REPUBLICA (Colombia)	REU	81 82 83	5 3 3	----	----	450	3,600 or 16.5 MO*						Transit Check completed before each flight. Service Check completed every 3 days. * Whichever comes first.
AEROLINEAS ARGENTINAS	ARG	83 88	1 3			450	3,600 or 18 MO*	(3)	JT8D-219	HSI 8,000 FH (ST), CS 12,000 FHI (ST)	OC	6,000 FH for HSI	(1) Transit Check: Before each flight. (2) Daily Check: Before the first flight of the day. (3) Structural Inspection Program: AD: 30/60 months FD: 15,000 FH or 30,000 cycles, ED: 24/30/36/48/60/72/90/120 MO. * Whichever comes first.
AEROMEXICO (Mexico)	AMX	82 82 88	2 8 3	----	----	450	18 MO	----	JT8D-219 JT8D-219 JT8D218/219				
AEROMEXICO TRAVEL (Mexico)	MXR	83 87	2 1	----	----	450	18 MO	----	JT8D-219		OC	OC	
AEROPOSTAL (Venezuela)	LAV	83	1	24+4	(1)	450	3,600 or 15 MO*	(1)	JT8D-17A APU GTCP85/98D	3,000 (2)	20,000	OC 3,600	Transit Check performed before each flight. (1) At varied execution levels. (2) Boeing OAMP ME-0098. * Whichever comes first.
AEROTURBINE (USA)	AUB	81 82 83 87	3 8 1 1										
AIRFAST INDONESIA (Indonesia)	PTF	82	2	----	----	300 or 60 DY	3,600 or 18 MO	----	----	----	----	----	

AIRLINE MAINTENANCE INSPECTION INTERVALS

AIRPLANE TYPE: MD-80		FLIGHT HOUR INTERVALS											
		AIRFRAME							ENGINES				
AIRLINE	CODE	MODEL	QTY	DLY	R	A	C	SIP	TYPE	CSI/HSI	TBO	Threshold Sample	REMARKS
ALASKA AIRLINES (USA)	ASA	83	1 (1) 3 (A) (B)	(2) (C)	----	250 (3) 450 (D)	4,200 or 15 MO 4,200 or 15 MO (E)	15,000/30,000	JT8D-217A JT8D-217C APU GTCP85	6,000 OC	20,000 (4) OC 20,000 (F) OC	----	(1) MSG-2 Program (2) General Visual. (3) Complied with in 8 Phases. (4) Engines OH by Aviall, APU by Allied Signal (A) MSG-3 Program (B) No longer operated in Revenue Service as of 8/27/2008. (C) General Visual (D) Complied with in 4 Phases. (E) Complied with in 5 Phases (1, 2, 3, 4, 6) (F) Engines OH by Aviall, APU by Allied Signal
ALITALIA (Italy)	ALI	82	74	36 HR	192 HR =S ck	550	4,100/ 22 MO	18,000 or 72 MO (1) (2)	JT8D-217A APU GTCP85	6,000 2,000	OC (3)	6,000 CY	(1) Some SSI items= 30,000 FH. (2) CPCP Integrated. (3) APU - borescope inspection.
ALLEGIANT AIR (USA)	WJE	82 83 87 88	8 26 5 6	---		450	3,600 or 18 MO*						* Whichever comes first.
AMERICAN AIRLINES (USA)	AAL	82 83	186 67	(1)	100	600 (2)	4,200 (3)	----	JT8D-217A JT8D-217C JT8D-219 APU GTCP85	20/22,000 CMM	---- CMM	----	(1) 50 FH periodic Service Check. (2) With 60 flight hour fixed interval scheduling window. (3) With 420 flight hour fixed interval scheduling window.
ANDES LINEAS AEREAS (Argentina)	NLS	82	3	----	----	----	----	----	----	----	----	----	Andes uses direct MSG-3 check intervals without any escalation.
AUSTRAL - CIELOS del SUR (Argentina)	ALA	81 83 88	2 13 9	(1)	150	450	3,600 or 18 MO (2)	15,000/30,000 = 2 Phases	JT8D-217A JT8D-219 APU GTCP85	OC (3) 4,000	OC 8,000	Per MRB	(1) Overnight (N) each 2 calendar days. (2) CPCP tasks phased in C-Checks and multiples. (3) Engine maintenance by Iberia (IB) and Aerolineas Argentinas (AR).

AIRPLANE TYPE: MD-80		FLIGHT HOUR INTERVALS											
		AIRFRAME							ENGINES				
AIRLINE	CODE	MODEL	QTY	DLY	R	A	C	SIP	TYPE	CSI/HSI	TBO	Threshold Sample	REMARKS
AVIANCA AIRLINES (Columbia)	AVI	83	16	----	Wkly	450	3600 or 15 MO*	15,000/30,000 (1)	JT8D-219 APU GTCP85	----	----	----	(1) Per MRB. * Whichever comes first.
BLUE LINE (France)	BLF	83	4		7 DY	150	3,500 or 15 MO						SSI is done at 15,000 FH and 30,000 FH.
BULGARIA AIR CHARTER (Bulgaria)	BGA	81 82 83	1 6 5	----	----	120 (1)							(1) Not to exceed 7 days.
CHINA NORTHERN AIRLINES (China)	SHY	82	12	----	8 DY R= N ck	450	3,500 (1)	15,000/25,000	JT8D-217A APU GTCP85 (2)	OC	OC	Per MRB	D-Check at 15,000 FH.
DELTA AIR LINES (USA)	DAL	88	120	----	----	500	4,000 or 18 MO (1)	17,000 or 6 YR (2)	JT8D-219 APU GTCP36-280D	CM/OC	CM/OC	Per MRB	(1) Accomplished in 2 visits, performed at 2,000 or 9 MO visits. (2) Initial visit at 19,000 FH or 2,436 DY; fourth visit at 15,000 hours.
DUBROVNIK AIRLINES, LTD. (Croatia)	DBV	82 83	3 2	(1)	----	450 or 3 MO*	3600 or 15 MO*						(1) Pre-Flight Check to be performed just before aircraft departure. * Whichever comes first.
FAR EASTERN AIR TRANSPORT (Taiwan)	FAT	82 83	5 4	(1)	Wkly	450	3,500 or 15 MO (2)	15,000	JT8D-200	ESVT-2	OC	Per MRB	(1) Each night.
FINNAIR (Finland)	FIN	82 83	2 3										
FINOVA (USA)	GRB	81 82 83	1 2 3	----	----	----	----	----	----	----	----	----	
GMG AIRLINES (Bangladesh)	GMG	82	2	----	----	450	3600						
IBERIA (Spain)	IBE	87 88	11 13	----	----	500	3,600 or 18 MO*	(1)	JT8D-217C	OC	OC	OC	(1) Structural inspections are split into intervals ranging from 2 to 10 years. * Whichever comes first.

AIRPLANE TYPE: MD-80		FLIGHT HOUR INTERVALS											
		AIRFRAME							ENGINES				
AIRLINE	CODE	MODEL	QTY	DLY	R	A	C	SIP	TYPE	CSI/HSI	TBO	Threshold Sample	REMARKS
ItAli (Italy)	ISE	82	5	(1)		550	4,100 or 21 MO		JT8D-217A/C GTCP85-98DHF	OC	OC	OC	(1) Every 36 hours.
LION MENTARI AIRLINES (Indonesia)	MLI	82	1	(1) (2) (3)	Wkly	450	3,500 or 15 MO*	15,000 (SIP1) 30,000 (SIP2)	JT8D-217A JT8D-217C APU GTCP85-98DHF	OC	5,000 AH (4)		(1) Pre-flight check performed prior to the first flight each day. (2) Transit Check before each flight. (3) Daily Check performed after the last flight of each day. (4) APU Overhaul within 5,000 APU HRS applicable for APU GTCP85-98DHF only. * Whichever comes first.
MERIDIANA (ITALY) (Italy)	ALS	82 83	9 9	24	7 + 1 DY or 65 FH*	550 + 10%	4,000 + 10% or 24 MO (1)	15,000/30,000	JT8D-217A JT8D-217C APUGTCP85-98DHF/ DHF(A)/DCK	Engine 5,000 FH/ 5,000 CY 1,700 APUHR / 1,700 APUCY	OC	----	(1) N/E 24 MO. * Whichever comes first.
MIDWEST AIRLINES (USA)	MWX	81 82 88	5 3 4	(1)	75	495	3,960 (2)	36 - 96M	JT8D-219 APU GTCP85 JT8D-217C APU GTCP85	HSI = 6,000 APUHR (4)	OC	----	(1) Daily Transit Check: 25 FH (2) C1- thru C8-Check. (3) H1 - H5. (4) Borescope inspection at 3960 FH or 17 MO.
ONUR AIR (Turkey)	ONU	83 88	4 5	(1)	----	450	3,600 or 15 MO*	----	----	----	----	----	(1) Daily Walk-Around Check performed Pre-Flight. Service Check: Not to exceed 72 hours.
SAFAIR (South Africa)	SFA	82 83	6 2	----		450	3,600		JT8D-217/ 217C				(1) C-Checks and SIs phased. (2) Eng CSI & HSI carried out at shop visits. (3) Eng TBO determined by disc lives.

AIRPLANE TYPE: MD-80		FLIGHT HOUR INTERVALS											
		AIRFRAME							ENGINES				
AIRLINE	CODE	MODEL	QTY	DLY	R	A	C	SIP	TYPE	CSI/HSI	TBO	Threshold Sample	REMARKS
SAS (Sweden)	SAS	81 82 83 87	17 21 3 13	(1)	120 =R ck	550 in 2 parts A= B ck	4,000 C= P ck	P4 = 15,000 P8 = 30,000 (2)	JT8D-217 JT8D-219 APU GTCP85	OC OC 4,400	10,000 10,000 (3) ----	----	(1) MC-Check = Every 7 days. (2) One complete 'P' Cycle = 30,000 FH. (3) SAS/Volvo modular concept maintenance for engine and APU. Structures: 60 MO or 15,000 CY** 72 MO or 15,000 CY** 120 MO or 30,000 CY** ** Whichever comes first.
SPANAIR (Spain)	SPP	82 83 87	10 15 11	----	Wkly	120 Days A= B ck	16 MO/ 4,500 (1)	15,000 = 13,500/ 60 MO incl in IV ck 30,000/120 MO incl in SR D Ck	JT8D-219D APU GTCP85	(2)	----	----	(1) N/E 4,500 FH, Airframe maintenance by SR. (2) SR engine program modular concept. APU maintenance contracted to UT.
SPIRIT AIRLINES (USA)	SPR	83	1	----	----	----	----	----	----	----	----	----	
SWIFT AIR (Spain)	SWF	83	5	----	----	450	3,600 or 15 MO*		JT8D-219		OC		* Whichever comes first.
UFLY AIRWAYS (USA)	FAX	82	1	----	----	450	3,600 or 15 MO	----	----	----	----	----	

MD-90 AIRLINE MAINTENANCE INSPECTION INTERVALS

AIRPLANE TYPE: MD-90		FLIGHT HOUR INTERVALS												
		AIRFRAME									ENGINES			
AIRLINE	CODE	MDL	QTY	DLY	A	C	SSI 45 MO	SSI 60 MO	SSI 90 MO	SSI 120 MO	TYPE	CSI/HSI	TBO	REMARKS
BLUE1 (Finland)	BNI	90	5	----	550 (1)	3,600 or 15 MO*	----	----	----	----	----	----	----	(1) Multiples up to 4A (MRB 450 FH). Service Check – 3 calendar day interval Weekly Check – 7 calendar day interval * Whichever comes first.
CHINA EASTERN AIRLINES (China)	CEA	30	9	----	----	----	----	----	----	----	----	----	----	
CHINA NORTHERN AIRLINES (China)	SHY	30	13	----	450	3,600	----	----	----	----	----	----	----	
DELTA AIRLINES (USA)	DAL	30	16		500	4,000 or 18 MO	19,000 or 6 YR	19,000 or 6 YR	19,000 or 6 YR	12 YR	V2500 APU GTCP 131-90D	1,400 CY 1A/1C APU CHG	OC	
JAL INTERNATIONAL (Japan)	JAL	30	16	(1)	562 (2)	3,600 or 18 MO	----	----	----	----	V2525-D5 APU	1,400 CY APU 2,500 or 18 MO	OC	(1) Overnight Check. (2) ZIP 450 included in A-Check. (3) ZIP 3,500/15 MO included in C-Check.
LION MENTARI AIRLINES (Indonesia)	MLI	30	5	(1) (2)	450	3,600 or 15 MO* (3)					V2525-D5 APU GTCP131 -9(D)	OC	OC	(1) Pre-Flight performed prior to first flight each day. (2) Service Check completed every 3 days or 72 elapsed hours. (3) CPCP and SIP integrated. * Whichever comes first.
SCANDINAVIAN AIRLINES (Sweden)	SAS	30	8	----	----	----	----	----	----	----	----	----	----	TBD
SAUDI ARABIAN AIRLINES (Saudi Arabia)	SVA	30	29	----	450	3,600 or 15 MO	----	----	----	----	----	----	----	D-Check at 21,600 FH or 90 days.
UNI AIRWAYS (Taiwan)	MAK	30 / 30ER	10 / 1	(1)	450	3,600 or 18 MO	----	----	----	----	V2525-D5 APU GTCP 131-9	2A or 2,500	OC	(1) Pre-Flight/transit/overnite

B717 AIRLINE MAINTENANCE INSPECTION INTERVALS

AIRPLANE TYPE: B717		FLIGHT HOUR INTERVALS											REMARKS
		AIRFRAME								ENGINES			
AIRLINE	CODE	MDL	QTY	DLY	A	C	100% 60 MO INT/ EXT	100% 90 MO INT/ EXT	100% 120 MO INT/ EXT	TYPE	CSI/HSI	Thresh-old sample	All APUs are TSCP700-45.
AE BAL (Spain)	BST	200	5	----	600 or 3 MO*	6,000 or 24 MO*	----	----	----	BR715-A1-30	----	----	* Whichever comes first.
AIRTRAN AIRWAYS (USA)	CQT	200	86	(1)	75 DY	6,600 (2)	----	----	----	BR715	(3)	----	(1) Service Check not to exceed 5 days. (2) Or 24 MO, whichever comes first. (3) CSI: None. HSI every 3,600 engine hours.
BANGKOK AIRWAYS (Thailand)	PGB	200	2	----	600	6,000	----	----	----	----	----	----	Service Check performed every 3 days. Zonal and Structure Programs: Inspection intervals in accordance with the MPD.
HAWAIIAN AIRLINES (Hawaii)	HWI	200	13	----	100 DY	3,000 (1)	----	----	----	----	----	----	(1) Or 24 MO, whichever comes first.
MIDWEST AIRLINES	MWX	200	25	(1) (2)	600	6,600	----	----	----	BR700-715A1-30	OC		(1) Transit Check - 25 FH. Service Check - 90 FH (2) Flight hours used for tracking.
NATIONAL JET SYSTEMS (Australia)	NJS	200	13	----	600	6000 or 24 MO							A-Checks scheduled in a progressive manner, covering a 2400 HR period.
TURKMENISTAN AIRLINES	TUE	200	7	(1)	550	6,000	----	----	----	BR700-715A1-30	OC	OC	(1) Daily Check performed before first flight.

GLOSSARY

GENERAL VARIANT DEFINITIONS

B	Passenger
C	Convertible (Nose Cargo Door)
CLK	Clock
CM	Condition Monitoring
CSI	Cold Section Inspection
CY	Cycles
D	Domestic
DLY	Daily
DY	Day/Days
EHMP	Engine Health Monitoring Program
ELAP	Elapsed
EM	ETOPS Modification
ER	Extended Range
EREM	Extended Range with ETOPS Modification
F	Freighter
FC	Flight Cycles
FH	Flight Hours
FM	Passenger conversion to Freighter

ABBREVIATIONS:

HR	Hour/Hours
HRLY	Hourly
HSI	Hot Section Inspection
L	Lower Lobe Galley
M	Combi
MO	Month/Months
N/E	Not to exceed
OC	On Condition
O/H or OVH	Overhaul
PC	Passenger/Cargo (side cargo door) Convertible - Passenger and/or Cargo Wks - Week 100PC-side cargo door 200PC - Passenger and/or Cargo 300PC - Stretched upper deck standard 400PC - Stretched upper deck standard
PF	Package Freighter
PFI	Pre-Flight Inspection
SP	Special Performance
SR	Short Range
SRS	Short Range (with stretched upper deck)
T	Two additional Lower Lobe Galleys
TBO	Times Between Overhaul
YR	Year/Years

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