INTRODUCTION - 737-600/700/800/900 MAINTENANCE PLANNING DATA

A. PURPOSE

This Boeing 737-600/700/800/900 Maintenance Planning Data (MPD) document provides maintenance planning information necessary for each 737-600/700/800/900 operator to develop a customized scheduled maintenance program. This document lists all Boeing recommended scheduled maintenance tasks and satisfies (in part) the FAA requirement that a manufacturer provide "instructions for continued airworthiness" as specified in FAR 25.1529 - Appendix H. Periodic (scheduled) maintenance tasks outlined in this document may include, but are not limited to, the following sources:

- 737-600/700/800/900 FAA Maintenance Review Board (MRB) Report - Latest Revision
- Boeing 737-600/700/800/900 Service Bulletins (SB)*
- Boeing 737-600/700/800/900 Service Letters (SL)*
- 737-600/700/800/900 FAA Airworthiness Directives (AD's)*
- 737-600/700/800/900 Certification Maintenance Requirements (CMRs)
- 737-600/700/800/900 Structural Airworthiness Limitations

NOTE: *Service Letters, Service Bulletins and Airworthiness Directives must be reviewed by each individual operator and integrated into their maintenance plan where applicable.

The Boeing recommended scheduled maintenance tasks outlined in this document are applicable to current production and existing 737-600/700/800/900 airplanes as follows:

- AIRPLANES - 737-600/700/800/900
- ENGINES - CFMI-CFM56-7

The scheduled maintenance tasks in this document should not be considered as all-inclusive. Each individual operator has final responsibility to decide what to do and when to do it, except for those maintenance requirements identified as "Airworthiness Limitations" (AWL'S) or "Certification Maintenance Requirements" (CMR'S). Additional temporary requirements in the form of Service Letters, Service Bulletins and Airworthiness Directives are the responsibility of the individual operator to incorporate. Maintenance tasks recommended in engine, APU, and vendor manuals should also be considered.

B. SCHEDULED MAINTENANCE PROGRAM DEVELOPMENT

Most of the scheduled maintenance tasks outlined in this planning document were developed using the process guidelines of the ATA Airline/Manufacturer Maintenance Program Development Document (MSG-3). In addition this document includes all scheduled maintenance tasks recommended by Boeing based on world wide fleet experience, (with the exception of temporary requirements as described in paragraph A). There are no additional Boeing recommended scheduled maintenance tasks.

Some Structural inspection requirements arose from the Model 737-600/700/800/900 airplane certification activities with the U.S. Federal Aviation Administration (FAA) and are identified as "Airworthiness Limitations" in Section 9 of this document.

A few maintenance requirements were developed as a result of the safety analysis for certification of the airplane. These tasks, called "Certification Maintenance Requirements" (CMR's), are listed in the systems section however, Section 9 (Airworthiness Limitations and Certification Maintenance Requirements) is the approved document for all CMR's. Section 9 is controlled separately from the rest of the MPD and is approved by the FAA Aircraft Certification Office and is released as document number D626A001-9.

Figure 1 illustrates the process used to develop the 737-600/700/800/900 scheduled maintenance program, eventually leading to the preparation of the individual airline job cards.

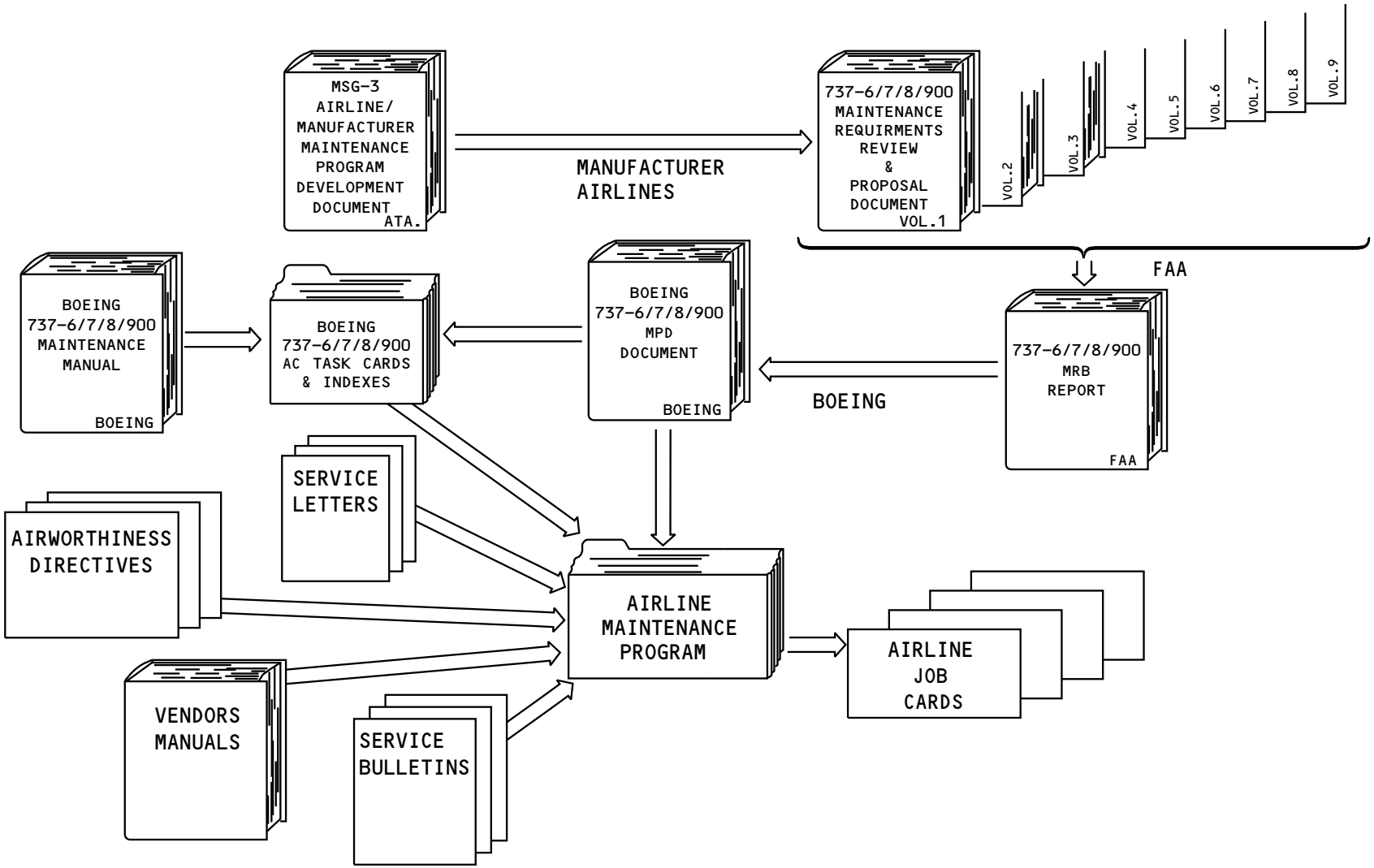

Figure 1 737-600/700/800/900 MAINTENANCE PROGRAM DEVELOPMENT

C. MAINTENANCE CHECKS

Many of the scheduled maintenance tasks listed in this document identify the frequency of accomplishment in terms of a usage parameter and frequency.

Transit and Service checks may be augmented at the discretion of the operator.

Operators deviating substantially from a normal type of utilization (those accumulating less than 100 flight hours/month/airplane (1200 hours/year)), should consider the application and employment of a Low Utilization Maintenance Program based on calendar time.

Task intervals are expressed in flight hours, cycles, calendar time or a combination of these with the note "Whichever comes first." Individual operators may convert intervals (based on airplane utilization) to their desired units provided such conversion does not result in exceeding the frequencies identified herein. An operator may package any or all of the tasks early into their own check intervals provided such packaging does not exceed the interval shown for the task.

The 737-600/700/800/900 MPD Boeing-recommended basic maintenance intervals are intended for new 737-600/700/800/900 operators. Experienced 737-300/400/500 operators (with established maintenance programs which exceed the 737-600/700/800/900 Boeing-recommendations) are not expected to use lower intervals in their 737-600/700/800/900 maintenance program for similar and/or identical systems.

An individual operator may convert task intervals (based on airplane utilization) to their desired units, provided such conversion does not result in exceeding the frequencies identified herein, without substantiated interval escalations (see section D). An operator may package any or all of the tasks early, provided such packaging does not exceed the interval shown (or approved escalation) for the task. A common denominator such as "days" may be appropriate to convert the task intervals to be used for the packaging.

D. MAINTENANCE TASK INTERVAL OPTIMIZATION

The Task intervals specified in this document may be optimized (increased/decreased) in keeping with the operators existing regulations and practices. It is the operator's responsibility to justify an escalation of task intervals and other time limitations to their regulatory authority, based on substantiating operating and maintenance experience. When task intervals are to be optimized, the operator should carefully evaluate all items subject to optimization to ensure that only qualified items are included in the escalated/de-escalated interval and CMR's remain unchanged. For additional information on task interval optimization for the Structures program, refer to Section 2 - STRUCTURAL MAINTENANCE PROGRAM.

E. WARRANTY (VENDOR ITEMS)

The accomplishment, at specified intervals, of maintenance tasks as recommended in this document, does not imply a warranty by The Boeing Company for service life of vendor components. If an operator is concerned with a specific warranty for a vendor item, the vendor should be contacted regarding warranty policy, overhaul times, and service information.

F. AUTOMATED CONFIGURED (AC) TASK CARDS

For most of the maintenance tasks listed in this 737-600/700/800/900 MPD Document, a corresponding Boeing 737-600/700/800/900 Maintenance Task Card has been prepared.

"Automated Configured (AC)" is defined as follows:

- AUTOMATED

  The task cards are automated in that all text and illustrations are computerized and, once properly identified, are automatically merged onto the task card. The applicable procedures and illustrations from the Maintenance Manual are automatically incorporated on the task cards and any revision to the Maintenance Manual automatically triggers the task card revision as applicable.

- CONFIGURED (CUSTOMIZED)

  The task cards are configured to the same degree that the Boeing Maintenance Manual is configured for each operator. They include the text and illustrations pulled from the operator's configured Maintenance Manual. They cover all requirements of the Boeing recommended scheduled maintenance program outlined in this MPD and are printed in a Boeing standard format. Further customization of the cards is possible based on negotiation between the operator and Boeing.

  TASK CARD NUMBERING

  The task cards are numbered sequentially within each ATA chapter. The Systems Maintenance Program task card numbers in most cases match the sequence numbers found in this document.

G. REVISIONS

The MPD and task cards are revised on the same 120 day cycle as the 737-600/700/800/900 Maintenance Manual. Both the MPD and the task cards are derived from the same computerized data base.

Revision bars on the data pages are computer generated and are marked to the left of the first line only of the affected task. This bar indicates that something within the entire task has changed since the last MPD revision.

Changes are indicated on the List of Effective Pages (LEP). The pages which are revised will be identified on the LEP by an R (Revised), A (Added), O (Overflow, i.e. changes to the document structure and/or page layout), or D (Deleted). Each page in the LEP is identified by section title, page number and page date.

Pages replaced or made obsolete by this revision should be removed and destroyed.

The "Highlights" pages which accompany each revision are a summary of the significant changes included in that revision, and are a useful reference.

Please submit any comments or recommendations concerning this document to:

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H. PERIODIC AIRPLANE WEIGHING

The Boeing 737-600/700/800/900 Weight and Balance Manual prepared for each operator describes the recommended procedures for preparation and weighing of the model 737-600/700/800/900 airplane. Useful information concerning periodic weighing is described in FAA Advisory Circular (AC) 120-27 which provides a method and procedures for an operator to develop a weight and balance control system.