ATTACHMENT 18 Requirements for Flight-cycle-dependent Repair Assessment Program

This attachment was established in accordance with Article 143 of this AOR.

An operator who uses aircraft types of BAC 1-11, B707, B720, B727, B737, B747, DC-8, DC-9, MD-80, DC-10, F28, L-1011or A300(excluding the 600 series) in flight operations, shall establish a Repair Assessment Program for the aforementioned aircraft types when the flight cycles of which exceed the number listed as follows. The implementation of such Repair Assessment Program shall be approved by CAA.

1. For BAC 1-11 all series, 60,000 flight cycles.

2. For B707 all series, 15,000 flight cycles.

3. For B720 all series, 23,000 flight cycles.

4. For B727 all series, 45,000 flight cycles.

5. For B737 all series, 60,000 flight cycles.

6. For B747 all series, 15,000 flight cycles.

7. For DC-8 all series, 30,000 flight cycles.

8. For DC-9, MD-80 all series, 60,000 flight cycles.

9. For DC-10 all series, 30,000 flight cycles.

10. For L-1011 all series, 27,000 flight cycles.

11. For F28MK1000, 2000, 3000, 4000 series, 60,000 flight cycles.

12. A300 ：
    12.1 For B2 series, 30,000 flight cycles.
    12.2 For B4-100 series(including B4-2C series)：30,000 flight cycles for the portion of airframe at or above the lower end of the windows, 36,000 flight cycles for the portion of airframe at or below the lower end of the windows.
    12.3 For B4-200 series：25,000 flight cycles for the portion of airframe at or above the lower end of the windows, 36,000 flight cycles for the portion of airframe at or below the lower end of the windows.