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Boeing: Airport Compatibility - Airplane Characteristics ...

In 1998, Boeing again heavily revised the 737, with the 600, 700, 800 and 900 variants, designated 'NG' (Next Generation). These aircraft featured FADEC controlled CFM56-7 high-bypass turbofan engines, larger and more efficient wings (without winglets in

X-Plane 11

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On 15 Feb 2018 Boeing issued Revision Nnumber 5 of the 737 MAX FCOM. This page is a non-exhaustive list of the changes from V4. All of the information, photographs & schematics from this website and much more is now available in a 374 page printed book or in electronic format .

737 Flight Crew Operations Manual - The Boeing 737 ...

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Menu page for detailed 737 systems descriptions. All of the information, photographs & schematics from this website and much more is now available in a 374 page printed book or in electronic format. *** Updated 23 Nov 2020 ***

Aircraft Systems - The Boeing 737 Technical Site

The CFM56-7B is the exclusive engine for the Boeing Next-Generation single-aisle airliner. In total, over 8,000 CFM56-7B engines are in service on 737 aircraft, making it the most popular engine-aircraft combination in commercial aviation.

CFM56 - CFM International Jet Engines CFM International

737-500 and 737-600 and 737-700 models, the model designator will show 737-400 - 737-700. If information is applicable to models that are not consecutively numbered, a

737 NG Flight Crew Training Manual

Boeing's 737 Max aircraft has been given approval to fly passengers again. The aircraft was grounded by safety regulators around the world in March 2019 after two crashes that killed a total of ...

Boeing's 737 Max Has Been Cleared to Fly Passengers Again ...

During aircraft certification, Boeing removed a description of MCAS in the MAX flight manuals, leaving pilots unaware of the system when the airplane entered service. On November 10, 2018, twelve days after Lion Air Flight 610 crashed, Boeing publicly revealed MCAS in a discussion with airline operators and other aviation interests. [83]

Boeing 737 MAX groundings - Wikipedia

Boeing has amended the wording of the flight test task in the latest revision of the AMM designed to improve ease of use and reduce the likelihood of incorrect interpretation. Boeing has issued Service letter 737-SI-27-211 which provides further advice on rigging the elevator tabs and conducting post-adjustment check flights.

Case Study: Boeing 737-73V G-EZJK

The certifying authority also mandated changes to the Aircraft Flight Manual (AFM) and pilot training prior to the 737 MAX being able to once again serve passengers on commercial flights. The AFM will see nine changes to various procedures, including what to do if such errors as the Airspeed Unreliable, Speed Trim Fail, AoA Disagree or ALT Disagree are displayed in the cockpit.

What airlines need to do before they can fly Boeing 737 MAX?

Home > Aircraft Airframe Manuals > Boeing. Boeing. Boeing Model 1. Boeing Model 15 / PW-9 / FB. Boeing Model 40. Boeing XP-7 / Model 93. Boeing F2B / Model 69. Boeing F3B / Model 77. ... Boeing 737. Boeing 747. Boeing 757. Boeing 767. Boeing 777. Boeing 787 Dreamliner . Boeing 7J7. Boeing QSRA. Boeing Skyfox.

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This notice provides policy, information, and direction to certain Federal Aviation Administration (FAA) employees regarding the maintenance actions required for operators to complete prior to returning the Boeing Company Model 737-8 and 737-9 (referred to collectively as the 737 MAX) airplanes to service.

8900.570 - Boeing 737-8 and 737-9 Airplanes: Return to

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The MCAS functionality was added to the 737's speed trim system's logic, and Boeing elected not to highlight it in pilot manuals or add a new alert light on the flight deck.

Concerns Expressed Over 737 MAX Redundancy, Manual Trim ...

Federal Aviation Administration (FAA) Chief Steve Dickson walks around a Boeing 737 MAX aircraft during a pre-flight check ahead of an evaluation flight from Boeing Field in Seattle, Washington, U ...

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