

FSB Report Addendum The Boeing Company 737, Revision 17

On August 6, 2020, the FAA published the Notice of Proposed Rulemaking (NPRM) Airworthiness Directives; The Boeing Company, which applies to all The Boeing Company Model 737–8 and 737–9 (737 MAX) airplanes (85 FR 47698). In the preamble to that proposal, the FAA explained that, it would complete an operational evaluation of the proposed operating procedures (checklists) and the Boeing proposed pilot training. The FAA conducted this evaluation jointly with three international civil aviation authorities: Agência Nacional de Aviação Civil (ANAC) Brazil, Transport Canada Civil Aviation (TCCA), and the European Union Aviation Safety Agency (EASA). This joint evaluation is referred to as the Joint Operational Evaluation Board (JOEB). The FAA documents the results of the operational evaluation in the Flight Standardization Board (FSB) Report. The FAA explained in the preamble to the NPRM that it would post a draft Boeing 737 FSB Report documenting the results of the JOEB on pilot training for public comment. Further, the FAA explained that, if the JOEB identified potential changes to the non-normal checklists proposed in the NPRM, the FAA would post those potential changes as an addendum to the draft Boeing 737 FSB Report for public comment.

In September 2020, the JOEB completed the operational evaluation. The operational evaluation identified three (3) areas for potential refinements to one non-normal checklist proposed in the NPRM; Airspeed Unreliable. In developing the final rule, the FAA will consider the outcome of the operational evaluation and comments received on this addendum.

The three (3) areas for potential refinements to the Boeing 737 MAX Airspeed Unreliable Non-Normal Checklist identified by the JOEB are as follows:

1. The checklist was unclear as to the required thrust setting for a potential go-around after encountering an airspeed unreliable event.
2. The checklist language may lead a pilot to believe a pilot action could cause the flight directors to bias out of view rather than it being a potential automatic system response.
3. The checklist nomenclature for setting barometric altitude minimums during the approach preparation indicated (DH/MDA), and the JOEB believes the correct nomenclature should be (DA/MDA).

Consistent with agency practice, the FAA invites public comments on the proposed FSB Report Boeing 737, Revision 17. In addition, as noted in the NPRM, the FAA seeks comment on the potential refinements to the Boeing 737 Airspeed Unreliable Non-Normal Checklist identified during the operational evaluation and described in this addendum. Comments should be submitted to Docket No. FAA-2020-0928.

The FAA notes that there is no need to resubmit comments previously submitted to the NPRM. As described in the NPRM, the FAA will consider comments submitted on the NPRM and this addendum, in finalizing the Airworthiness Directive.