Continued Airworthiness Notification to the International Community

To: Civil Aviation Authorities

Date: November 18, 2020

From: Federal Aviation Administration
Aircraft Certification Service
Compliance & Airworthiness Division

Subject: This message is to advise you of the Federal Aviation Administration’s (FAA’s) ongoing continued operational safety activities related to returning Boeing Model 737-8 and 737-9 (737 MAX) airplanes to service.

Situation description: Following two accidents involving the 737 MAX (Lion Air Flight 610 and Ethiopian Airlines Flight 302), the FAA on March 13, 2019 issued an Emergency Order of Prohibition regarding the operation of 737 MAX airplanes.

On November 18, 2020, the FAA issued a final rule/airworthiness directive (AD) that mandates the following actions for U.S.-registered 737 MAX airplanes: install new flight control computer software and new 737 MAX display system software; incorporate certain Airplane Flight Manual flightcrew operating procedures; modify horizontal stabilizer trim wire routing installations; conduct an angle of attack sensor system test; and conduct an operational readiness flight. In addition, the AD requires that operators with an existing FAA-approved minimum equipment list incorporate more restrictive provisions in order to be able to dispatch the airplane with certain inoperative equipment.

Concurrent with issuance of the final rule/AD, the FAA rescinded the Emergency Order of Prohibition. Additionally, the FAA released the following documents: Summary of the FAA’s Review of the Boeing 737 MAX; Boeing 737 Flight Standardization Board Report, revision 17 (identifying special pilot training for the 737 MAX); FAA Safety Alert for Operators (SAFO) identifying changes to pilot training; and FAA SAFO identifying changes to the maintenance program.

Aircraft/engine make, model, and series: Boeing Model 737-8 and 737-9 airplanes

U.S.-registered fleet: 72 airplanes; Worldwide fleet: 390 airplanes


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