

Emergency Airworthiness Directive

AD No.: 2019-0051-E

Issued: 12 March 2019

Note: This Emergency Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

THE BOEING COMPANY

Type/Model designation(s):

737-8 and 737-9 aeroplanes

Effective Date: 12 March 2019, 19:00 UTC

TCDS Number(s): [EASA.IM.A.120](#)
Foreign AD: None

Supersedure: Not applicable

ATA – SUSPENSION OF FLIGHT OPERATIONS

Manufacturer(s):

The Boeing Company, Commercial Airplanes Group

Applicability:

Model 737-8 and 737-9 aeroplanes, all serial numbers.

Definitions:

For the purpose of this AD, the following definitions apply: None

Reason:

Prompted by a fatal accident with a Boeing 737-8 'MAX' aeroplane, the exact causes of which are still being investigated, the Federal Aviation Administration (FAA), representing the State of Design for the affected aeroplanes, issued Emergency [AD 2018-23-51](#) (later replaced by a Final Rule AD) to require certain changes to the Airplane Flight Manual (AFM) regarding Runaway Horizontal Stabilizer Trim Limitations and Procedures.

Since that action, another fatal accident occurred. At this early stage of the related investigation, it cannot be excluded that similar causes may have contributed to both events. Just after the second event, the FAA issued [CANIC 2019-03](#), providing information concerning progress on the development of mitigating actions.

Based on all available information, EASA considers that further actions may be necessary to ensure the continued airworthiness of the two affected models.

For the reasons described above, pending the availability of more information, EASA has decided to suspend all flight operations of the two affected models.

This AD is considered an interim action and further AD action is expected to follow.

Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

From the effective date and time of this AD, do not operate the aeroplane, except that a single non-commercial ferry flight (up to three flight cycles) may be accomplished to return the aeroplane to a location where the expected corrective action(s) can be accomplished.

Ref. Publications:

None.

Remarks:

1. The results of the safety assessment have indicated the need for immediate publication and notification, without the full consultation process.
2. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the [EU aviation safety reporting system](#).
4. For a copy of related service information, if any, contact Boeing Commercial Airplanes, Attention: Contractual & Data Services (C&DS), 2600 Westminister Blvd., MC 110-SK57, Seal Beach, California 90740-5600, United States of America; Telephone: +1 562-797-1717; Internet: <https://www.myboeingfleet.com>.

