

Airworthiness Directive

AD No.: 2019-0051R1

Issued: 25 March 2019

Note: This 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: Revision 1: 26 March 2019
 Original issue: 12 March 2019, 19:00 UTC

TCDS Number(s): [EASA.IM.A.120](#)

Foreign AD: None

Revision: This AD revises EASA Emergency AD 2019-0051-E dated 12 March 2019.

ATA – SUSPENSION OF FLIGHT OPERATIONS

Manufacturer(s):

The Boeing Company, Commercial Airplanes Group

Applicability:

Model 737-8 and 737-9 (commercially known as 'MAX') aeroplanes, all serial numbers.

Definitions:

For the purpose of this AD, the following definition apply:

- **Ferry flight:** Any non-passenger flight conducted after the effective date of this revised AD, operating with a permit-to-fly issued under Regulation (EU) 748/2012, Part 21, and under flight conditions approved by EASA.

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 considered 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 issued Emergency AD 2019-0051-E to suspend all flight operations of the two affected models. That AD allowed a single non-commercial ferry flight (up to three flight cycles) to return the aeroplane to a location where the expected corrective action(s) can be accomplished.

Since that AD was issued, EASA has reconsidered the ferry flight aspects. Consequently, this AD is revised to define the conditions under which ferry flights can be performed.

This AD still 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 of this revised AD, do not operate the aeroplane, except for ferry flights as defined in this AD.

Ref. Publications:

None.

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
4. 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](#).
5. 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>.

