

## Safety Directive

**SD No.:** 2019-01**Issued:** 12 March 2019

Note: This corrective action to an urgent safety problem is issued by the Agency in accordance with Art. 76 (6) of Regulation (EU) 2018/1139. It is mandatory for organisations for which EASA is the Competent Authority, including Third Country organisations holding an EASA certificate.

### Subject: Boeing 737-8 MAX and 737-9 MAX - Suspension of Flight Operations

**Effective Date:** 12 March 2019, 19:00 UTC**Supersedure:** Not applicable

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**Applicability:**

Third Country Operators (TCOs) authorised by EASA pursuant to Commission Regulation (EU) No 452/2014 to perform commercial air transport operations with Boeing 737-8 'MAX' or Boeing 737-9 'MAX' into, within or out of the territory subject to the provisions of the Treaty on European Union.

**Definitions:**

For the purpose of this Safety Directive (SD), 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 Runway 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 (Boeing 737-8 'MAX' and Boeing 737-9 'MAX').

For the reasons described above, pending the availability of more information, EASA has decided to issue the Emergency Airworthiness Directive referenced below and to require the suspension of

commercial air transport operations of the two affected Models into, within or out of the territory subject to the provisions of the Treaty on European Union.

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

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

From the effective date and time of this SD, do not perform commercial air transport operations with Boeing 737-8 'MAX' or Boeing 737-9 'MAX' into, within or out of the territory subject to the provisions of the Treaty on European Union.

Note: non-commercial operations (e.g. ferry flights) are not within the scope of this SD.

**Ref. Publications:**

[EASA AD 2019-0051-E](#).

**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 SD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).

SUPERSEDED

