



**Federal Aviation  
Administration**

## FAA Updates on Boeing 737 MAX

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### 5/3/2019 3:00pm Update

This week, the Joint Authorities Technical Review (JATR) team held its first meeting to review the FAA's certification of the Boeing 737 MAX's automated flight control system. Chaired by former NTSB Chairman Christopher A. Hart, the JATR is comprised of technical safety experts from 9 civil aviation authorities worldwide, including the FAA, as well as from NASA.

The team received extensive overviews and engaged in subsequent discussions about the design, certification, regulations, compliance, training, and Organization Designation Authorization program associated with the 737 MAX. Over the next few months, JATR participants will take a comprehensive look at the FAA's certification of the aircraft's automated flight control system. Each participant will individually provide the FAA with findings regarding the adequacy of the certification process and any recommendations to improve the process.

The JATR is separate from and not required to approve enhancements for the return of the 737 MAX to service. The team concluded an initial, substantive week of gathering information and planning its next meetings.

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### 5/3/2019 1:45pm Update

Supplemental FAA letter to Senate Commerce, Science, and Transportation Committee Chairman Wicker [available here \(https://www.faa.gov/news/media/Elwell to Wicker Boeing737Max.pdf\)](https://www.faa.gov/news/media/Elwell%20to%20Wicker%20Boeing737Max.pdf) (PDF).

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### 4/29/2019 12:30pm Update

The FAA has convened today's initial Joint Authorities Technical Review (JATR) meeting as it evaluates aspects of the original certification of the Boeing 737 MAX's automated flight control system. This gathering of international civilian aviation authorities and safety technical experts represents the best spirit of cooperation and collaboration that have contributed to aviation's strong safety record. All participants are committed to a single safety mission, and will not rest where aviation's safety record is concerned. We expect the JATR to engage in a free and candid discussion that exchanges information and improves future processes. Their work is not a prerequisite for the 737 MAX to return to service. The FAA will continue to share its technical experience and knowledge to support the international aviation community and, specifically over the next three months, the JATR participants.

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#### **4/19/2019 3:00pm Update**

Experts from nine civil aviation authorities have confirmed they will participate in the Boeing 737 MAX Joint Authorities Technical Review (JATR) that the FAA established earlier this month. The JATR team will conduct a comprehensive review of the certification of the aircraft's automated flight control system.

The JATR is chaired by former NTSB Chairman Chris Hart and comprised of a team of experts from the FAA, NASA and international aviation authorities. The team will evaluate aspects of the 737 MAX automated flight control system, including its design and pilots' interaction with the system, to determine its compliance with all applicable regulations and to identify future enhancements that might be needed.

The team is scheduled to first meet on April 29 and its work is expected to take 90 days.

Confirmed participants include:

Australia

Civil Aviation Safety Authority (CASA)

Brazil

Agencia Nacional de Aviação Civil (ANAC)

Canada

Transport Canada Civil Aviation (TCCA)

China

Civil Aviation Administration of China (CAAC)

European Union

European Aviation Safety Agency (EASA)

## Japan

Japan Civil Aviation Bureau (JCAB)

## Indonesia

Directorate General of Civil Aviation (DGCA)

## Singapore

Civil Aviation Authority of Singapore (CAAS)

## United Arab Emirates

General Civil Aviation Authority (UAE GCAA)

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### **4/16/2019 4:15pm Update**

The FAA today posted a [draft report \(https://www.faa.gov/aircraft/draft\\_docs/fsb/\)](https://www.faa.gov/aircraft/draft_docs/fsb/) from the Boeing 737 MAX Flight Standardization Board. The FSB reviewed only the training aspects related to software enhancements to the aircraft. The report is open to public comment for 14 days. After that, the FAA will review those comments before making a final assessment. Boeing Co. is still expected in the coming weeks to submit the final software package for certification.

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### **4/12/19 4:20pm Update**

#### **FAA Statement on Boeing 737 MAX**

The FAA convened a meeting today, April 12, at the agency's Washington, D.C. headquarters with safety representatives of the three U.S.-based commercial airlines that have the Boeing 737 MAX in their fleets, as well as the pilot unions for those airlines.

The approximately 3-hour meeting opened with remarks from [Acting Administrator Dan Elwell](#) and covered three major agenda items: a review of the publicly available preliminary findings of the investigations into the Lion Air and Ethiopian Airlines accidents; an overview of the anticipated software enhancements to the MCAS system; and, an overview of pilot training. Each presentation corresponding to the agenda, delivered by FAA subject matter experts, allowed for an open exchange between all participants.

In his opening remarks, Elwell characterized the meeting as a listening session for the FAA to hear from the participants for a fuller understanding of the safety issues presented by the Boeing 737 MAX. Elwell said that he wanted to know what operators and pilots of the 737 MAX think as the agency evaluates what needs to be done before the FAA makes a decision to return the aircraft to service. Elwell

emphasized that the same level of transparency, dialog, and all available tools that have created aviation's incomparable safety record also will apply to the FAA's ongoing review of the aircraft's return to service. Elwell said that the participant's operational perspective is critical input as the agency welcomes scrutiny on how it can do better. As the meeting concluded, Elwell committed to the participants that the agency values transparency on its work toward the FAA's decisions related to the aircraft.

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#### **4/4/19 6:10pm Update**

##### **FAA Statement on Boeing 737 MAX**

FAA letter to Senate Commerce, Science, and Transportation Committee Chairman Wicker [available here \(https://www.faa.gov/news/media/Chairman\\_Wicker\\_Letter.pdf\)](https://www.faa.gov/news/media/Chairman_Wicker_Letter.pdf) (PDF).

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#### **4/4/19 8:30am Update**

##### **FAA Statement on Boeing 737 MAX**

The investigation by Ethiopian authorities remains ongoing, with the participation of the FAA and the NTSB. We continue to work toward a full understanding of all aspects of this accident. As we learn more about the accident and findings become available, we will take appropriate action.

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#### **4/2/19 4:00pm Update**

##### **FAA Establishes Joint Authorities Technical Review (JATR) for Boeing 737 MAX**

The FAA is establishing a Joint Authorities Technical Review (JATR). Chaired by former NTSB Chairman Chris Hart and comprised of a team of experts from the FAA, NASA and international aviation authorities, the JATR will conduct a comprehensive review of the certification of the automated flight control system on the Boeing 737 MAX aircraft. The JATR team will evaluate aspects of the 737 MAX automated flight control system, including its design and pilots' interaction with the system, to determine its compliance with all applicable regulations and to identify future enhancements that might be needed.

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#### **4/1/19 4:00pm Update**

## **FAA Statement on Boeing 737 MAX Software Update**

The FAA expects to receive Boeing's final package of its software enhancement over the coming weeks for FAA approval. Time is needed for additional work by Boeing as the result of an ongoing review of the 737 MAX Flight Control System to ensure that Boeing has identified and appropriately addressed all pertinent issues. Upon receipt, the FAA will subject Boeing's completed submission to a rigorous safety review. The FAA will not approve the software for installation until the agency is satisfied with the submission.

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### **3/20/19 5:00pm Update**

#### **Update on FAA's Continued Operational Safety Activities Related to the Boeing 737 MAX Fleet**

FAA issues new [Continued Airworthiness Notification to the International Community](https://www.faa.gov/news/updates/media/CAN-2019-05.pdf) (<https://www.faa.gov/news/updates/media/CAN-2019-05.pdf>) (PDF) on Boeing 737 MAX.

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### **3/13/19 3:00pm Update**

#### **Statement from the FAA on Ethiopian Airlines**

The [FAA is ordering the temporary grounding of Boeing 737 MAX aircraft](https://www.faa.gov/news/updates/media/Emergency_Order.pdf) ([https://www.faa.gov/news/updates/media/Emergency\\_Order.pdf](https://www.faa.gov/news/updates/media/Emergency_Order.pdf)) (PDF) operated by U.S. airlines or in U.S. territory. The agency made this decision as a result of the data gathering process and new evidence collected at the site and analyzed today. This evidence, together with newly refined satellite data available to FAA this morning, led to this decision.

The grounding will remain in effect pending further investigation, including examination of information from the aircraft's flight data recorders and cockpit voice recorders. An FAA team is in Ethiopia assisting the NTSB as parties to the investigation of the Flight 302 accident. The agency will continue to investigate.

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### **3/12/19 6:10pm Update**

#### **Statement from Acting FAA Administrator Daniel K. Elwell**

The FAA continues to review extensively all available data and aggregate safety performance from operators and pilots of the Boeing 737 MAX. Thus far, our review shows no systemic performance issues and provides no basis to order grounding

the aircraft. Nor have other civil aviation authorities provided data to us that would warrant action. In the course of our urgent review of data on the Ethiopian Airlines Flight 302 crash, if any issues affecting the continued airworthiness of the aircraft are identified, the FAA will take immediate and appropriate action.

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### **3/11/19 6:00pm Update**

The FAA has issued a [Continued Airworthiness Notification \(https://www.faa.gov/news/updates/media/CAN\\_2019\\_03.pdf\)](https://www.faa.gov/news/updates/media/CAN_2019_03.pdf) (PDF) to the International Community (CANIC) related to the Boeing 737-8 and Boeing 737-9 (737 MAX) fleet.

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### **3/11/19 3:15pm Update**

An FAA team is on-site with the NTSB in its investigation of Ethiopian Airlines Flight 302. We are collecting data and keeping in contact with international civil aviation authorities as information becomes available. Today, the FAA will issue a Continued Airworthiness Notification to the International Community (CANIC) for Boeing 737 MAX operators. The FAA continuously assesses and oversees the safety performance of U.S. commercial aircraft. If we identify an issue that affects safety, the FAA will take immediate and appropriate action.

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