

# Revision Record



Annex



## Overview Changes

Here is a list with all changes, fixes and the new stuff that is added to the **B737 MRG**.

Items printed in **Bold** require extra attention !

Date	Checklist	Changes
2018-12-16	<a href="#">EASA - FAA</a>	Updated all references and hyperlinks to  EASA and  FAR
2018-12-04	<a href="#">CDS MAINT - CDS FAULT</a>	Added note for hydraulic pump
2018-11-25	<a href="#">ENTRY DOOR or SERVICE DOOR</a>	Corrected maximum speed from 60 knots to 65 knots
2018-11-10	<a href="#">EQUIPMENT COOLING OFF</a>	Added MAIN SMOKE NO FLOW amber light for 737 cargo
2018-11-03	<a href="#">Engine Failure or Shutdown</a>	Added tutorial on whether or not a restart should always be attempted.
2018-10-22	<a href="#">Elevator Tab Vibration</a>	Added not on airframe vibrations
2018-10-22	<a href="#">EQUIPMENT COOLING OFF</a>	Added not on airframe vibrations
2018-10-16	<a href="#">RNAV Requirements</a>	<b>Lowered P-RNAV requirements to only 1 CDU, 1 FMC and 1 IRS-ADIRU</b>



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2018-10-04	<a href="#">LEADING EDGE FLAPS TRANSIT</a>	Removed phrase to climb above 20,000 feet with only 1 LED extended
2018-09-17	<a href="#">737 Variants</a>	Added 737-800BCF
2018-09-12	<a href="#">ISDU - IRS Status Codes</a>	Added reference to resolve IRS Error Code 04
2018-08-24	<a href="#">Loss Of Thrust On Both Engines</a>	Added tutorial on the impact of headwind velocity gradient on profile
2018-08-20	<a href="#">Passenger not seated</a>	New MRG checklist
2018-08-17	<a href="#">Engine Indicating</a>	Added note on Thrust Mode display and engine failure on ATM takeoff
2018-08-13	<a href="#">One Engine Inoperative Landing</a>	Added note on F15 and F30 single engine landing
2018-08-04	<a href="#">Severe Turbulence</a>	Added tutorial about passengers requiring toilet visit
2018-07-19	<a href="#">Lights</a>	Added notes on Nav Position lights
2018-07-12	<a href="#">ENGINE FIRE or Engine Severe Damage or Separation</a>	Added symptoms for engine separation
2018-07-04	<a href="#">Duct Pressure Indication Low / High / Split</a>	Added minimum duct pressure value during descent
2018-06-21	<a href="#">Flight Controls</a>	Added note about physical forces
2018-06-15	<a href="#">FUEL PUMP LOW PRESSURE</a>	Added threshold values PSIG for LOW PRESSURE lights
2018-06-15	<a href="#">FLIGHT CONTROL LOW PRESSURE</a>	Added threshold values PSI for LOW PRESSURE lights



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2018-06-13	<a href="#">Fire Drill</a>	Removed phrase that powder is cooling. Added note on removing side wall panels
2018-04-06	<a href="#">Stabilizer Trim Inoperative</a>	Elaborated on overweight landing and/or emergency landing
2018-04-06	<a href="#">APU Dispatch Inoperative</a>	Corrected logic gate for APU - Manual Shutdown
2018-03-22	<a href="#">Brake System</a>	Added note on impact of alternate brakes and paired-wheel antiskid on landing performance
2018-03-20	<a href="#">Magnetic Variation</a>	FMS update U13 is now using Mag Var 2015
2018-03-20	<a href="#">IAS INVALID ENTRY</a>	New message "MAN SPD"
2018-03-20	<a href="#">IMBAL</a>	IMBAL also shows on GND after software update
2017-09-17	<a href="#">FLAP LOAD RELIEF</a>	Added note on maximum wind additive +15 kts and on flap wear
2017-09-17	<a href="#">AUTOTHROTTLE DISENGAGE</a>	Added note on manual landing with A/T still engaged
2017-08-30	<a href="#">Fire Drill</a>	Added guidelines on flame height
2017-08-20	<a href="#">Flight Crew Oxygen</a>	<b>Corrected altitude to 12,000 feet for FAA regulations FCL</b> Added notes on Overpressure indication and dispatch.
2017-08-11	<a href="#">FMC FAIL</a>	Added note that POS SHIFT page 3/3 is not available on GND
2017-07-30	<a href="#">Water System Malfunction</a>	Corrected CB for Potable Water Compressor, located on P91-D11



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2017-07-12	<a href="#">Trailing Edge Flap Disagree</a>	<b>Clarified how to confirm flap position when flaps indicator has failed</b>
2017-06-18	<a href="#">Stupid 737 Questions</a>	Couldn't resist to adding another bunch of stupid questions...
2017-05-05	<a href="#">PACK / PACK TRIP OFF</a>	Clarified MEL reference for PACK and PACK on recall
2017-04-30	<a href="#">Ice Crystal Icing</a>	<b>Changed temperature range : In flight between 10 °C TAT and -40 °C SAT</b>
2017-04-22	<a href="#">APU OVERSPEED</a>	Reviewed the APU Overspeed Reset function
2017-03-17	<a href="#">Fuel Panel</a>	<b>Fixed error in diagram - ENG VALVE CLOSED is powered by BAT BUS</b>
2017-01-04	<a href="#">FMC DISAGREE / FMC DISAGREE - VERTICAL</a>	Added failure "FMC and ND - Slow synchronization"
2016-12-04	<a href="#">CABIN ALTITUDE WARNING or Rapid Depressurization</a>	Added note on flight deck door decompression panels
2016-11-10	<a href="#">AUTOMATIC UNLOCK or LOCK FAIL</a>	Added note how to open a locked Flight Deck door
2016-11-06	<a href="#">Landing Gear Lever Will Not Move Up After Takeoff</a>	<b>Added note on pressurization when climbing to high altitudes</b>
2016-11-02	<a href="#">LOSS OF BOTH ENGINE DRIVEN GENERATORS</a>	Added '(as installed)' for the APU DC Boost Pump
2016-10-18	<a href="#">LEADING EDGE FLAPS TRANSIT</a>	Added note about intermittent LE TRANSIT indications



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2016-10-06	<a href="#">Landing Gear - Crosswind Landing</a>	Added info about using the Nose Wheel Steering Wheel in flight
2016-10-02	<a href="#">Engine Failure Diagnosis</a>	<b>Added guidelines about airframe vibrations</b>
2016-09-18	<a href="#">DISPLAY SOURCE</a>	Added clarification on RVSM requirements
2016-09-17	<a href="#">FUEL VALVE CLOSED</a>	Added case ENG FUEL VALVE illuminated bright prior to Engine Start
2016-09-17	<a href="#">Cockpit Voice Recorder</a>	Added new MRG checklist
2016-09-16	<a href="#">PSEU</a>	<b>Added warning on aircraft tail tipping</b>
2016-05-20	<a href="#">TCAS Fail - TCAS Invalid RA</a>	Added restriction that TCAS is required for operation in the NAT Region
2016-05-20	<a href="#">LOSS OF BOTH ENGINE DRIVEN GENERATORS</a>	Added clarification on the Nose Wheel steering being INOP
2016-01-22	<a href="#">APU FAULT</a>	Replaced FADEC with ECU
2016-01-15	<a href="#">CABIN ALTITUDE WARNING or Rapid Depressurization</a>	Added guidelines to better recognize "cabin out of control"
2015-12-31	<a href="#">One Engine Inoperative Landing</a>	Added references to additional resources
2015-12-14	<a href="#">BLEED TRIP OFF</a>	Added clarification to MEL logic
2015-11-25	<a href="#">IRS FAULT</a>	Added note why A/P can be used on some aircraft, and not on other.
2015-11-17	<a href="#">Flight Controls</a>	Added note about using Slats during escape maneuver



<b>Date</b>	<b>Checklist</b>	<b>Changes</b>
2015-11-04	<a href="#">Engine Failure Diagnosis</a>	Rephrased 'Airframe Vibrations with abnormal N1-N2 indications'

