

Revision Record

B737MRG


Updates

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

Items printed in **Bold** require your special attention :

Date	Checklist	Changes
2021-09-20	Magnetic Variation	Corrected the reference for the INTC CRS prompt.
2021-09-20	Runaway Stabilizer	Added a note on MCAS activation
2021-09-14	APU	(MAX) Updated reference to AMM. Changed APU Door cycle time to 2:45 minutes.
2021-09-14	Non-ILS Approach	Corrected circling minimums for TERPS
2021-09-01	中文翻译	Updated translation for Chinese Book (737-NG)
2021-08-22	中文翻译	Updated translation for Chinese Book (737-MAX)
2021-08-13	REVERSER AIR/GRD	Corrected amber light label "GRD"
2021-08-11	TRANSFER BUS OFF	As per Boeing advise, landing must be accomplished with Flaps 15!
2021-08-04	Land at the nearest suitable airport	Corrected '6' into '5' alternates
2021-07-25	MAX RTS (Return-To-Service)	Updated link to Airworthiness Directive EASA for MAX RTS
2021-07-09	Non-ILS Approach	Added warning about wrong QNH during VNAV approach
2021-07-09	Engine High Oil Temperature	Corrected "15 minutes" for LEAP engine
2021-07-09	SPEED BRAKE DO NOT ARM	Explained that stowing the SPEED BRAKE lever may activate PWS
2021-07-05	Rejected takeoff	Added several extra notes



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2021-06-22	Stabilizer Trim Inoperative	Clarified why NNC must not be accomplished following a Runaway Stabilizer event. Clarified why flaps 15 landing is dictated instead of flaps 30/40 landing.
2021-06-22	TRANSFER BUS OFF	Replaced Flaps 15 landing with Flaps 30/40 for TFR BUS 2 failure
2021-06-10	LOSS OF BOTH ENGINE DRIVEN GENERATORS	Removed reference to FCTM
2021-05-25	Engine Fire on the Ground	New Non-Normal Checklist - Boeing added a new 📄 NNC for handling engine fires on the ground
2021-05-22	Loss Of Thrust On Both Engines	(CL) removed ENG FAIL indication, and corrected EEC into PMC
2021-04-21	QFE Operation	New MRG section
2021-04-21	ETOPS Requirements	New MRG section
2021-04-21	FMC FAIL	Updated requirements for P-RNAV with single FMC
2021-04-21	ATC Transponder Fail	New MRG section
2021-04-21	FMC	Added: - effect of Cost Index effect on FMC speed - airplane flying outside protected area in holding pattern
2021-04-19	SPEED TRIM FAIL	(NG) corrected Mach 0.68 in logic gate (MAX) Updated MEL item - NOGO!
2021-04-17	Engine In-Flight Start	Updated conditions for Engine relight, and added training notes on the topic "To restart or not restart"
2021-04-17	GEAR DISAGREE	Complete redo of this NNC
2021-04-15	AUTO BRAKE DISARM	(MAX) Corrected reference to MEL
2021-04-14	TR UNIT	Updated with additional information
2021-04-05	STABILIZER OUT OF TRIM	(MAX) Removed note on stabilizer trim wheel diameter. This note applies to NG versus CL.
2021-04-03	LAVATORY SMOKE	(MAX) Corrected reference to MEL
2021-04-02	APU Start with Depleted Battery	Updated for auxiliary battery
2021-03-31	LOSS OF BOTH ENGINE DRIVEN GENERATORS	(MAX) Corrected battery timing and display unit
2021-03-31	Fire Drill	Corrected Fire Fighting Services (FAA codes) 

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2021-03-25	SPEEDBRAKES EXTENDED	Corrected '15 second' into '3 seconds' in logic gate (MAX)
2021-03-22	ENGINE FIRE or Engine Severe Damage or Separation	Reviewed and updated NNC
2021-03-19	Alternate Flaps Operation	Added information about Flap Motor
2021-03-07	GEAR DISAGREE	Clarified that a green light does not necessarily mean that the gear is down!
2021-02-09	SPEEDBRAKES EXTENDED	(MAX) Updated conditions for the SPEEDBRAKES EXTENDED amber light
2021-02-08	Engine Indicating & Rating	Updated engine ratings / thrust
2021-02-08	ZONE TEMP	(MAX) Clarified ZONE light on recall
2021-02-08	PACK	(MAX) Added note on dual PACK light illumination after takeoff. Clarified PACK light on recall
2021-02-08	BLEED	(MAX) Added note on dual BLEED light illumination after takeoff
2021-02-08	Airspeed Unreliable	(NG) Removed "loss of both A/P after 5 minutes of stick shaker" (this is on MAX only)
2021-02-08	LOSS OF BOTH ENGINE DRIVEN GENERATORS	(MAX) TE flaps indicate right side only
2021-01-29	Stall Warning	Added flight deck indications to full stall
2021-01-27	Engine Indicating & Rating	Added notes on DERATE & BUMP Thrust
2021-01-23	RNAV Requirements	Updated table for RNP APCH and RNP AR APCH
2021-01-18	APU	Changed 60 seconds to 2 minutes for APU bleed load
2021-01-16	ENTRY DOOR or SERVICE DOOR	Added notes on dispatching airplane with the hold-open latch ("gust lock") inoperative
2021-01-16	ACARS NO COMM	Added new NNC Take a picture of your ACARS display and all hours go straight into your electronic pilot logbook!
2021-01-13	Bomb	Reviewed pressurization control during bomb threat procedure
2021-01-13	SPEED TRIM FAIL	Corrected reference to MEL item
2021-01-08	IRS FAULT	Removed in-flight ATT alignment



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2021-01-08	AUTO BRAKE DISARM	Added note for dispatching aircraft with autobrakes inoperative on contaminated runway.
2021-01-02	OVERWING DOOR	Added  MEL reference for the Flight Lock System
2021-01-02	All Flaps Up Landing	Added note on high altitude airports touchdown speed
2020-12-28	Lights	Clarified wheel well ceiling light differences across CL, NG and MAX.
2020-12-22	MANUAL REVERSION or LOSS OF SYSTEM A AND SYSTEM B	Added note about fly-by-wire spoilers on the 737-MAX
2020-12-22	Trailing Edge Flap Asymmetry	Modified text from "22 degrees" to "9 degrees" and updated image
2020-12-18	LOSS OF BOTH ENGINE DRIVEN GENERATORS	Added Yaw Damper inoperative
2020-12-18	LOW	Correction to definitions for MINIMUM FUEL and MAYDAY FUEL
2020-12-15	Landing Gear - Crosswind Landing	Updated crosswind values for 737-MAX
2020-12-14	ENGINE FIRE or Engine Severe Damage or Separation	Added additional information and training notes
2020-12-11	Ditching	Added procedural steps
2020-12-09	TAKEOFF CONFIGURATION	Added not on Speed Brake Lever
2020-12-06	Airspeed Unreliable	Complete rewrite of the chapter
2020-12-02	Window Damage	Added information on Passenger Cabin Windows
2020-11-28	Dispatch in Icing Conditions	New chapter explaining how to plan your flight outside icing conditions
2020-11-24	CARGO FIRE	Correction in QRH step "One Pack" for 737-CL
2020-11-12	MAX RTS (Return-To Service)	Details on the 737-MAX history and return-to-service
2020-11-12	AOA DISAGREE	Updated for MAX return-to-service
2020-11-12	ALT DISAGREE	Updated for MAX return-to-service
2020-11-12	Airspeed Unreliable	Updated for MAX return-to-service
2020-11-12	Stabilizer Trim Inoperative	Updated for MAX return-to-service 

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2020-11-12	STABILIZER OUT OF TRIM	Updated for MAX return-to-service
2020-11-12	Runaway Stabilizer	Updated for MAX return-to-service
2020-11-12	SPEED TRIM FAIL	Updated for MAX return-to-service
2020-11-09	Upset Recovery	Added training notes on UPRT
2020-11-07	ADS-B Out Failure	Added extended information on ADS-B system
2020-11-07	APU GEN OFF BUS	Correction: generator busses lose power when APU is shutdown in flight
2020-10-30	PROBE HEAT	Updated images for Pitot Tubes
2020-10-26	PSEU	Correction - light PSEU
2020-10-26	LANDING CONFIGURATION	Correction - last AND in logic gate
2020-10-22	Electrical Power Source / Alphabetical	Corrected 液压系统EMDP2控制系统 A (CN)
2020-10-22	WINDOW HEAT OFF / OVERHEAT	Corrected link to Supplementary Procedures
2020-10-18	LEADING EDGE FLAPS TRANSIT	Replaced wrong amber light in logic gate
2020-10-18	LOSS OF SYSTEM A	Fixed wrong title in document
2020-10-04	Engine Failure or Shutdown	Added training notes on fuel balancing
2020-10-04	IMBAL	Added training notes on fuel balancing
2020-09-17	Radio Communication Fail	Updated link to Doc 4444
2020-09-17	B737MRG	Updated all links for 📄 FAR to new eCFR website. Updated all links for 📄 EASA with latest amendments.
2020-09-05	Lower Landing Minimum Requirements	Updated requirements for Autothrottle during CAT2-3
2020-08-19	FMC FAIL	Removed requirement for 2 FMC for P-RNAV
2020-08-11	LOSS OF SYSTEM A	Fixed title (CL edition)
2020-07-23	EQUIPMENT DOOR	Added 'High flow' mode



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2020-07-23	CARGO FIRE	Replaced Packs OFF with Packs HIGH for MAX and NG
2020-03-27	Tail Strike	Added notes about the B737-MAX10 landing gear system
2020-03-27	SPEED TRIM FAIL	Added background information on the B737-MAX accidents
2020-03-27	STABILIZER OUT OF TRIM	Added note on the smaller B737-MAX trim wheel
2020-03-12	Engine Low Oil Quantity	Replace 25% with 19% in the Oil Level table
2020-03-04	ENGINE FIRE or Engine Severe Damage or Separation	Remove last phrase 'that would terminate the motoring' (that applied on the 737-200 only)
2019-11-23	HYDRAULIC PUMP LOW PRESSURE	OVERHEAT light does not illuminate for Vicker type pumps
2019-11-23	HYDRAULIC PUMP OVERHEAT	Removed 99 °C / 210°F condition from logic gate - Vicker pumps do not trigger the OVERHEAT light.
2019-09-06	Magnetic Variation	Removed paragraph about MANUAL tuning on NG model
2019-07-22	ENGINE THRUST	Added new NNC (MAX)
2019-07-22	REVERSER COMMAND	Added new NNC (MAX)
2019-07-22	REVERSER AIR/GRD	Added new NNC (MAX)
2019-07-22	REVERSER LIMITED	Added new NNC (MAX)
2019-07-04	Engine Limit or Surge or Stall	The word "bangs" is removed from SURGE - Applies to Stall
2019-06-17	Engine Start Problems	Wrong Blue Light depicted - Replace with ENG VALVE CLOSED (NG/MAX)
2019-05-20	Windshield Wipers Inoperative	Removed  FCTM reference
2018-12-20	WHEEL WELL FIRE	Added note on wheel well warning during taxi
2018-12-18	ENGINE COWL ANTI-ICE	Clarified the Bleed Valve CLOSE requirement during dispatch with MEL 30-03
2018-12-18	TCAS Fail - TCAS Invalid RA	Added TCAS altitude limit of 48,000 feet, exceeding aircraft ceiling
2018-12-18	Landing Gear - Crosswind Landing	Added note that post-flight maintenance is required, for landings with large crab angle
2018-12-18	Severe Turbulence	Added note that post-flight maintenance is needed 

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2018-12-16	EASA - FAA	Updated all references and hyperlinks to  EASA and  FAR
2018-12-04	CDS MAINT - CDS FAULT	Added note for hydraulic pump
2018-11-25	ENTRY DOOR or SERVICE DOOR	Corrected maximum speed from 60 knots to 65 knots
2018-11-10	EQUIPMENT COOLING OFF	Added MAIN SMOKE NO FLOW amber light for 737 cargo
2018-11-03	Engine Failure or Shutdown	Added tutorial on whether or not a restart should always be attempted.
2018-10-22	Elevator Tab Vibration	Added not on airframe vibrations
2018-10-22	EQUIPMENT COOLING OFF	Added not on airframe vibrations
2018-10-16	RNAV Requirements	Lowered P-RNAV requirements to only 1 CDU, 1 FMC and 1 IRS-ADIRU
2018-10-04	LEADING EDGE FLAPS TRANSIT	Removed phrase to climb above 20,000 feet with only 1 LED extended
2018-09-17	All 737 Variants	Added 737-800BCF
2018-09-12	ISDU - IRS Status Codes	Added reference to resolve IRS Error Code 04
2018-08-24	Loss Of Thrust On Both Engines	Added tutorial on the impact of headwind velocity gradient on profile
2018-08-20	Passenger not seated	New MRG checklist
2018-08-17	Engine Indicating	Added note on Thrust Mode display and engine failure on ATM takeoff
2018-08-13	One Engine Inoperative Landing	Added note on F15 and F30 single engine landing
2018-08-04	Severe Turbulence	Added tutorial about passengers requiring toilet visit
2018-07-19	Lights	Added notes on Nav Position lights
2018-07-12	ENGINE FIRE or Engine Severe Damage or Separation	Added symptoms for engine separation
2018-07-04	Duct Pressure Indication Low / High / Split	Added minimum duct pressure value during descent
2018-06-21	Flight Controls	Added note about physical forces
2018-06-15	FUEL PUMP LOW PRESSURE	Added threshold values PSIG for LOW PRESSURE lights 

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2018-06-15	FLIGHT CONTROL LOW PRESSURE	Added threshold values PSI for LOW PRESSURE lights
2018-06-13	Fire Drill	Removed phrase that powder is cooling. Added note on removing side wall panels
2018-04-06	Stabilizer Trim Inoperative	Elaborated on overweight landing and/or emergency landing
2018-04-06	APU Dispatch Inoperative	Corrected logic gate for APU - Manual Shutdown
2018-03-22	Brake System	Added note on impact of alternate brakes and paired-wheel antiskid on landing performance
2018-03-20	Magnetic Variation	FMS update U13 is now using Mag Var 2015
2018-03-20	IAS INVALID ENTRY	New message "MAN SPD"
2018-03-20	IMBAL	IMBAL also shows on GND after software update
2017-09-17	FLAP LOAD RELIEF	Added note on maximum wind additive +15 kts and on flap wear
2017-09-17	AUTOTHROTTLE DISENGAGE	Added note on manual landing with A/T still engaged
2017-08-30	Fire Drill	Added guidelines on flame height
2017-08-20	Flight Crew Oxygen	Corrected altitude to 12,000 feet for FAA regulations FCL Added notes on Overpressure indication and dispatch.
2017-08-11	FMC FAIL	Added note that POS SHIFT page 3/3 is not available on GND
2017-07-30	Water System Malfunction	Corrected CB for Potable Water Compressor, located on P91-D11
2017-07-12	Trailing Edge Flap Disagree	Clarified how to confirm flap position when flaps indicator has failed
2017-06-18	Stupid 737 Questions	Couldn't resist to adding another bunch of stupid questions...
2017-05-05	PACK / PACK TRIP OFF	Clarified MEL reference for PACK and PACK on recall
2017-04-30	Ice Crystal Icing	Changed temperature range : In flight between 10 °C TAT and -40 °C SAT
2017-04-22	APU OVERSPEED	Reviewed the APU Overspeed Reset function
2017-03-17	Fuel Panel	Fixed error in diagram - ENG VALVE CLOSED is powered by BAT BUS



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2017-01-04	FMC DISAGREE / FMC DISAGREE - VERTICAL	Added failure "FMC and ND - Slow synchronization"
2016-12-04	CABIN ALTITUDE WARNING or Rapid Depressurization	Added note on flight deck door decompression panels
2016-11-10	AUTOMATIC UNLOCK or LOCK FAIL	Added note how to open a locked Flight Deck door
2016-11-06	Landing Gear Lever Will Not Move Up After Takeoff	Added note on pressurization when climbing to high altitudes
2016-11-02	LOSS OF BOTH ENGINE DRIVEN GENERATORS	Added '(as installed)' for the APU DC Boost Pump
2016-10-18	LEADING EDGE FLAPS TRANSIT	Added note about intermittent LE TRANSIT indications
2016-10-06	Landing Gear - Crosswind Landing	Added info about using the Nose Wheel Steering Wheel in flight
2016-10-02	Engine Failure Diagnosis	Added guidelines about airframe vibrations
2016-09-18	DISPLAY SOURCE	Added clarification on RVSM requirements
2016-09-17	FUEL VALVE CLOSED	Added case ENG FUEL VALVE illuminated bright prior to Engine Start
2016-09-17	Cockpit Voice Recorder	Added new MRG checklist
2016-09-16	PSEU	Added warning on aircraft tail tipping
2016-05-20	TCAS Fail - TCAS Invalid RA	Added restriction that TCAS is required for operation in the NAT Region
2016-05-20	LOSS OF BOTH ENGINE DRIVEN GENERATORS	Added clarification on the Nose Wheel steering being INOP
2016-01-22	APU FAULT	Replaced FADEC with ECU
2016-01-15	CABIN ALTITUDE WARNING or Rapid Depressurization	Added guidelines to better recognize "cabin out of control"
2015-12-31	One Engine Inoperative Landing	Added references to additional resources
2015-12-14	BLEED TRIP OFF	Added clarification to MEL logic
2015-11-25	IRS FAULT	Added note why A/P can be used on some aircraft, and not on other.
2015-11-17	Flight Controls	Added note about using Slats during escape maneuver
2015-11-04	Engine Failure Diagnosis	Rephrased 'Airframe Vibrations with abnormal N1-N2 indications'