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Information for Operators

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Subject: Safety Enhancements to Flightcrew Alerting on Boeing 737 MAX Aircraft Designated as Boeing Models 737-7, 737-8, 737-8200, 737-9 and 737-10.

Purpose: This InFO explains the upcoming restrictions on airworthiness certificate issuance and operational restrictions on the Boeing 737 MAX aircraft registered in the United States (U.S.).

Background: Section 501 of the Consolidated Appropriations Act of 2023 amended chapter 447 of Title 49, United States Code (49 U.S.C.) to add § 44744, flightcrew alerting. Sections 44744(c) and (d) of 49 U.S.C. restrict the issuance of airworthiness certificates and aircraft operations unless the Boeing 737 MAX aircraft have incorporated the specified safety enhancements after the design changes are approved by the Administrator. The Federal Aviation Administration (FAA) issued Federal Register Notice, FAA-2025-0799 announcing the implementation plan for the incorporation of these safety enhancements. The amended type certificates (TC) for the Boeing Models 737-7 and 737-10 have not yet been issued; however, the legislation applies to all Boeing 737 MAX aircraft, including the models not yet certified.

Discussion: Section 501 defines the term 'safety enhancement' as any design change to the flightcrew alerting system approved by the Administrator for the Boeing Model 737-10 including a synthetic enhanced angle-of-attack (eAOA) system and means to shut off stall warning and overspeed alerts, or the equivalent. The restrictions are as follows:

- *Production Aircraft*: *Restriction on issuance of airworthiness certificate*. Beginning on the date that is 1 year after the date on which the Administrator issues an amended TC for the Boeing Model 737-10, the Administrator may not issue an original airworthiness certificate for any Boeing 737 MAX aircraft unless the type design of the aircraft includes the approved safety enhancements as stated above.

- *In-Service Aircraft*: *Restriction on aircraft operation*. Beginning on the date that is 3 years after the issuance of a type certificate for the Boeing Model 737-10, no person may operate any Boeing 737 MAX aircraft unless the aircraft conforms with such type design or has been altered in accordance with such type design.

In accordance with paragraph (c) of Section 501 of the Appropriations Act, "any costs associated with the safety enhancements required by section 44744 of 49 U.S.C. shall be borne by the holder of the type certificate."

Recommended Action: United States operators of in-service Boeing 737 MAX (Models 737-7, 737-8, 737-8200, 737-9) aircraft should comply with the latest FAA approved revision of the applicable Boeing Service Bulletins at their earliest appropriate maintenance opportunity unless the required safety enhancements were incorporated during production. Operators should expect subsequent Service Bulletins for the installation of the hardware in support of the system safety enhancements (eAOA and new P1-5 panel) after the issuance of an amended TC for the Boeing Model 737-10.

Additionally, operators should perform a Safety Risk Assessment (SRA) using their approved Safety Management System (SMS) to ensure that all changes as a result of the type design safety enhancements are evaluated and incorporated into their flight and maintenance operations procedures.

Contact: Direct questions or comments regarding this InFO to the Aircraft Evaluation Division's, Air Carrier Branch at 9-AVS-AFS-100@faa.gov.