

AERONAUTICAL INFORMATION CIRCULAR P 009/2022

UNITED KINGDOM



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(Content - SARG Flight Operations)

Date Of Publication

10 Mar 2022

Subject

Safety



OPERATION OF BOEING 737 MAX AEROPLANES IN UK AIRSPACE

References to EU regulations are to those regulations as retained and amended in UK domestic law under the European Union (Withdrawal) Act 2018 and are referenced hereafter as "UK Regulation (EU) year/number" or "UK Regulation (EU) No. number/year".

1 Introduction

- 1.1 Following the fatal accidents to Ethiopian Airlines Boeing 737-8 (MAX), ET-AVJ on 10 March 2019 and the similar accident to Lion Mentari Airlines Boeing 737-8 (MAX), PK-LQP on 29 October 2018. The Civil Aviation Authority (CAA) issued a Safety and Operational Directive (SD) restricting operations within UK airspace of such aircraft and in particular those registered other than in the UK.
- 1.2 The current directive, [SD 2021/003](#) was published by the CAA on 14 May 2021 and can be accessed on the [CAA Publications website](#). Compliance by operators of the affected aircraft, in the circumstances detailed in the SD, is mandatory.

2 Aim

- 2.1 This AIC provides notification of the SD to third country operators, previously highlighted by NOTAM, and summarises its requirements.

3 Safety Notification

- 3.1 Safety and Operational Directive Number 2021/003 issued 14 May 2021.

Boeing 737-8, Boeing 737-8200 and Boeing 737-9 (MAX) Return to Service Requirements.

In accordance with SD-2021/003, the CAA, in exercise of its powers under Article 248, and in accordance with Article 17(1), of the Air Navigation Order 2016, and subject to, and in accordance with UK Regulation (EU) 2018/1139, Article 70, directs operators and pilots in command of any Boeing 737-8 MAX or Boeing 737-9 MAX aircraft which is registered other than in the UK not to conduct flights within UK airspace unless they have submitted a declaration to the CAA. Additionally, such aeroplanes together with any Boeing 737-8200 aeroplane are not to conduct RNP-AR approach operations within the UK.

Notwithstanding the above, operators and pilots in command of any such Boeing 737-8 MAX or Boeing 737-9 MAX aeroplanes registered other than in the UK may conduct a ferry flight operation for the purpose of essential maintenance or modification, into, out of or through UK airspace, subject to the express permission of the CAA and subject to such requirements and conditions as the permission contains.

To be granted a permission for any above ferry flight, the operator must apply to the CAA and comply with their requirements and conditions. Permission will be provided to the operator in writing.

4 Requirements

- 4.1 The requirements of the SD are summarised here but should not be relied upon. Operators of the affected aircraft must refer to the SD as detailed in paragraph 1.2.
- 4.2 Operators and pilots in command must not conduct any flight within UK airspace with Boeing 737-8 or Boeing 737-9 aeroplanes, unless:
- all elements contained in the appropriate Airworthiness Directive, mandated by the State of Registry and which must be equivalent to either CAA AD G-2021-0001 R1, EASA AD 2021-0039R2 or FAA AD 2020-24-02, have been fully complied with;
 - all pilots operating such flights have undergone the RTS training contained in FAA Flight Standardization Board (FSB) Report for Boeing 737, Revision 17, Appendix 7 (Boeing 737 MAX Special Training for Flight Crews) and RTS training outlined in Appendix 3 to Boeing 737 document D626A014, Operational Suitability Data – Flight Crew (OSD-FC), and in Boeing 737 document D626A014-1, Operator Difference Requirement Tables, both Revision NEW;

- c) the Full Flight Simulators (FFS) used to deliver RTS training to the pilots are capable of supporting the required RTS training elements contained in FAA FSB Report for Boeing 737, Revision 17, Appendix 7 (Boeing 737 MAX Special Training for Flight Crews) and RTS training outlined in Appendix 3 to Boeing 737 document D626A014, Operational Suitability Data – Flight Crew (OSD-FC), and in Boeing 737 document D626A014-1, Operator Difference Requirement Tables, both Revision NEW;
- d) the operator of any such aeroplane registered other than in the UK has made a Declaration of full compliance with paragraphs 4.2 a), b) and c) to the CAA and been acknowledged by the CAA; and
- e) operators and pilots in command of any such Boeing 737-8, Boeing 737-8200 or Boeing 737-9 aeroplane registered other than in the UK must not conduct any RNP-AR approach operations during flights in UK airspace.

5 Review

- 5.1 This AIC will be kept under review and cancelled when either sufficiently promulgated or when the SD is revoked.