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Aircraft Type and Registration: Boeing 737-73V, G-EZJK No & Type of Engines: 2 CFM56-7B20 turbofan engines Year of Manufacture: 2002 ...
given extracts from the Aircraft Maintenance Manual (AMM) to assist him in conducting an in-flight elevator power-off test and to identify any asymmetrical flight control forces; both were required as part of the

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In 1998, Boeing again heavily revised the 737, with the 600, 700, 800 and 900 variants, designated "NG" (Next Generation). These aircraft featured FADEC controlled CFM56-7 high-bypass turbofan engines, larger and more efficient wings (without winglets in

X-Plane 11

Menu page for detailed 737 systems descriptions. All of the information, photographs & schematics from this website and much more is now available in a 374 page printed book or in electronic format. *** Updated 18 Apr 2020 ***

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Aircraft Systems - The Boeing 737
Technical Site

Future Long Range Assault Aircraft.
KC-46A Pegasus Tanker. MH-139A
Grey Wolf. Missile Defense . MQ-25.
P-8. Phantom Works. Strategic
Deterrence Systems. T-7A Red Hawk.
Unmanned Little Bird H-6U. V-22
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Space. X-37B. Boeing Satellite Family.
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Figure 5. Typical Repair Diagram -
737-300/-400 ... - Boeing

One of the advantages of the 737 NG over the 737 Classic is that Boeing allow for intermediate base C checks before the D check to reduce the time, work and expense required at the D

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check. Operators that have a maintenance programme with a P48 check can have a base check interval of eight phases (hence the name P8), where one phase = 500FH, and so have six base checks in the base maintenance ...

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