

## ADVISORY CIRCULAR

SUBJECT	DATE	AC NUMBER	VERSION
737 MAX Return to Service	28 February 2021	000-07	1.0

Note: This Advisory Circular is published to provide regulatory information that further elaborates on provisions or concepts prescribed in the GACAR.

### CHAPTER 1 - INTRODUCTION

#### 1.1 Purpose

The purpose of this advisory circular is to provide guidance and information of the requirements to be taken by all owners and operators of Boeing 737-8 and 737-9 (737 MAX) airplanes operating in the National Air Space of Kingdom of Saudi Arabia (KSA).

#### 1.2 Applicability

This advisory circular is applicable to all Boeing 737-8 and 737-9 (737 MAX) airplanes operating in the National Air Space of Kingdom of Saudi Arabia.

#### 1.3 Cancellation.

This is the first official version of this advisory circular and it cancels no other advisory circular on the subject matter.

#### 1.4 Related Regulatory Provisions

GACAR §39.5 Applicable Airworthiness Directives  
GACAR §39.9 GACA Issuance of Airworthiness Directives  
GACAR §175.087 Aeronautical Information Circular (AIC)

#### 1.5 Related Reading Material

- (a) GACA AIC Series A 05/21 dated 28 February 2021 (ISSN 1658/3507 LDN 2135/1428)
- (b) GACA NOTAM A0364/21 dated 28 February 2021
- (c) FAA SAFO 20015 dated 29 January 2021
- (d) FAA SAFO 20014 dated 18 November 2020
- (e) FAA CAN-2020-24 dated 18 November 2020
- (f) FAA AD 2020-24-02 dated 18 November 2020
- (g) Summary of the FAA's Review of the Boeing 737 MAX dated 18 November 2020

#### 1.6 Definitions of Terms Used in this Advisory Circular

Affected parties should refer to Subpart A of GACAR Part 1 for a full listing of defined terms used in the GACAR. This Advisory Circular does not introduce any new terminologies.

#### 1.7 Approval:

This Advisory Circular has been approved for publication by the Assistant President, Aviation Standards Sector of the General Authority of Civil Aviation.

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## CHAPTER 2 - 737 MAX RETURN TO SERVICE

### 2.1 Background

The Federal Aviation Administration (FAA) Continued Airworthiness Notification to the International Community (CANIC) No. CA-2020-24, ref. (a) listed above, addresses the FAA ongoing continued operational safety activities related to returning Boeing Model 737-8 and 737-9 (737 MAX) airplanes to service.

This CANIC states that “following two accidents involving the 737 MAX (Lion Air Flight 610 and Ethiopian Airlines Flight 302), the FAA on March 13, 2019 issued an Emergency Order of Prohibition regarding the operation of 737 MAX airplanes. On November 18, 2020, the FAA issued a final rule/airworthiness directive (AD) that mandates the following actions for U.S.-registered 737 MAX airplanes: install new flight control computer software and new 737 MAX display system software; incorporate certain Airplane Flight Manual flightcrew operating procedures; modify horizontal stabilizer trim wire routing installations; conduct an angle of attack sensor system test; and conduct an operational readiness flight. In addition, the AD requires that operators with an existing FAA-approved minimum equipment list incorporate more restrictive provisions in order to be able to dispatch the airplane with certain inoperative equipment. Concurrent with issuance of the final rule/AD, the FAA rescinded the Emergency Order of Prohibition. Additionally, the FAA released the following documents: Summary of the FAA’s Review of the Boeing 737 MAX; Boeing 737 Flight Standardization Board Report, revision 17 (identifying special pilot training for the 737 MAX); FAA Safety Alert for Operators (SAFO) identifying changes to pilot training; and FAA SAFO identifying changes to the maintenance program.”

The FAA Airworthiness Directive (AD) No. 2020-24-02, ref. (f) listed above, was issued to The Boeing Company Model 737-8 and 737-9 airplanes, certificated in any category, as identified in Boeing Special Attention Service Bulletin 737-31-1860, Revision 1, dated July 2, 2020. This AD addresses the unsafe condition “the potential for a single erroneously high angle of attack (AOA) sensor input received by the flight control system to result in repeated airplane nose-down trim of the horizontal stabilizer, which, in combination with multiple flight deck effects, could affect the flightcrew's ability to accomplish continued safe flight and landing”.

The FAA publishes the 737 MAX training requirements in Flight Standardization Board Report (FSBR), ref. **Error! Reference source not found.** listed above.

However, as indicated in FAA Updates on Boeing 737 MAX website, ref. **Error! Reference source not found.** listed above, “these actions do not allow the 737 MAX to return immediately to the skies. The FAA must approve 737 MAX pilot training program revisions for each U.S. airline operating the MAX and will retain its authority to issue airworthiness certificates and export certificates of airworthiness for all new 737 MAX aircraft manufactured since the FAA issued the grounding order. Furthermore, airlines that have parked their MAX aircraft must take required maintenance steps to prepare them to fly again”.

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## 2.2 GACA Decisions

- (a) Pursuant to GACAR §39.9, there is no need to issue a GACA Airworthiness Directive (AD) since the FAA, as State of Design Agency, has issued AD 2020-24-02.
- (b) All owners and operators of Boeing 737-8 and 737-9 (737 MAX) airplanes operating from, in to or over KSA National Airspace must ensure the compliance is demonstrated for the following items:
- (1) The accomplishment of all applicable required actions by FAA Airworthiness Directive (AD) no. 2020-24-02, or AD issued by foreign civil aviation authority of the state of registry in which they conform the newly amended type design or an alternative achieves at least an equivalent level of safety of this FAA AD requirements.
  - (2) 737 MAX pilot training requirements in accordance with FAA SAFO no. 20014 dated 18 November 2020 or later approved revision.
  - (3) Maintenance requirements in accordance with FAA SAFO no. 20015 dated 29 January 2021 or later approved revision.
  - (4) For all foreign operators or foreign registered aircraft, before granted permission to use KSA National Airspace must submit a compliance statement from their respective National Aviation Authority (NAA) assuring their Boeing 737 MAX airplanes demonstrate compliance with item (1), (2), and (3) listed in para. (b) above, in addition to the NAA Return to Service Requirements.

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## CHAPTER 3 - FOR FURTHER INFORMATION

### 3.1 Responsible Department(s)

The Legislation Department of the GACA Aviation Standards Sector is the department responsible for publishing and maintaining this advisory circular.

### 3.2 Contact Details

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