




B737MRG update sheet


Updates and changes to layout, spelling errors, etc are not mentioned in the Update List below, unless of significant importance

Date	Applies to book					Chapter	Update text
	NG	CL+ NG	CL	IN+ CL	IN		
black/white	307	305	303	301	309		< refers to number mentioned on page 1 of your book
full color	308	306	304	302	300		
aug 1997							first print - for personal use only
							The first 8 years, the MRG was nothing more than a collection of personal notes, for private use only. When introduced on the internet in 2004, thousands of pilots worldwide showed their interest in these notes.
april 2005							first commercial publication
june 2006							NEW major update published (all Editions)
01-jun-06	X	X	X	X	X	1 Window Damage	"cabin pressure must be increased" must read "cabin pressure altitude must be increased"
01-jun-06	X	X				7 APU	AlliedSignal 131-9B duty cycle after 3rd start must be "15 min"
05-jun-06				X		1 Door Annunciator	added separate drawing
14-jun-06				X	X	7 Engine Fire / Overheat Dectector Fault	does not apply to (IN)
14-jun-06				X	X	7 Engine Fire, Severe Damage or Separation	"FAULT light" does not apply to (IN)
12-jul-06	X	X	X	X	X	V RVSM	2 Air Data Computers are required
12-jul-06	X	X				10 ADIRU Fail	remove phrase "If you switch EFI... autopilot"
20-jul-06	X	X	X	X	X	- Abbreviations	AVM = Airborne Vibration Monitoring MMA = Multi Mission Aircraft FPL = Flight Plan
20-jul-06		X				6 Loss of Both Engine Driven Generators	Paragraph "With the APU generator connected to..." is not applicable to NG. On NG all amber caution lights should be extinguished.
20-jul-06	X	X	X	X	X	7 APU	add "APU starts are not recommended above FL250"
20-jul-06	X					7 APU	remove (*) in logic gate MANUAL SHUTDOWN page 160
20-jul-06	X	X	X	X	X	7 Engine High Oil Temperature	replace "Troposphere" by "Tropopause or Stratosphere"

20-jul-06	X	X				7 Engine Start Problems - APU Failure during first Engine start "Switch Stby Pwr to BAT" is not required on NG, this is an automatic feature on GND.
20-jul-06	X	X	X	X	X	9 Flight Control Low Pressure add "autopilot and (hydr. Sys. B) yaw damper" to first paragraph
20-jul-06	X	X				9 Stabilizer Trim Inoperative remove "and one one Main Electric Motor"
1-aug-06	X	X	X	X	X	- Icon Legend add 📄 PD = Performance Dispatch replace 📄 NNM by 📄 MAN
1-aug-06	X	X	X	X	X	9 Speed Brake Do Not Arm replace reference "PI [...]" by "PD [Landing Field Limit Weight]".
1-aug-06	X	X				13 Hydraulic System System B - Ind 0% - Pressure > 0 PSI : replace "Leak in EDMP or lines" by "Leak in EDMP, EDP or lines" {scheme} : shorten System B reservoir standpipe till just above PTU line
1-aug-06	X	X	X	X		13 Hydraulic System delete paragraph describing the Power Transfer Unit and refer to FCOM for correct info. Logic gate for auto activation remains valid.
1-aug-06	X	X	X	X	X	13 Hydraulic System Quantity Low replace "oil" by "hydraulic fluid"
1-aug-06	X	X				13 Standby Hydraulic Low Pressure add "The STBY hydraulic pump is also automatically activated when the main PCU FFM trips."
3-aug-06	X	X	X	X	X	4 Autopilot does not engage new item
6-aug-06		X	X	X		14 Antiskid Inoperative replace "3 functions" by "4 functions" ; add "Gear retract inhibit = no antiskid when retracting gear to allow main landing gear braking"
6-aug-06	X	X				14 Antiskid Inoperative replace "4 functions" by "5 functions" ; add "Gear retract inhibit = no antiskid when retracting gear to allow main landing gear braking"
13-aug-06		X				13 Hydraulic Pump Low Pressure Subsequent failure "Engine failure opposite side" applies to CL and not to NG. Rename title "Remaining Hydraulic System Pump failure".
13-aug-06	X	X	X	X	X	10 Airspeed unreliable added valuable information
16-aug-06	X	X	X	X	X	- Abbreviations HIS must be <i>HSI</i> MDH = Minimum Descent Height
16-aug-06	X	X				12 IMBAL Imbalance must exist for 60" or more
16-aug-06	X	X	X	X		III Non-ILS Approach Back course LOC : sample course 072° must be 252°
24-aug-06		X	X	X	X	1 Airstair INOP added "{OR} Forward Entry Door not closed" to amber light logic gate
24-aug-06	X	X				1 Airstair INOP delete paragraph "After FLT", this applies to (CL), not to (NG)
24-aug-06	X	X	X	X	X	V Fire Drill added CFR 6/7 and B/C to text
24-aug-06	X	X	X	X		III Engine Failure in Flight replace "FMC N1 Limit page" by "FMC CRZ page" in steps 2 and 6
31-aug-06	X	X	X	X	X	V Rules of Thumb replace reference "20)" by "9)" in rule 12 example in rule 3 should be with r/c = 1000 ft/min and 100 ft
31-aug-06		X	X	X		III Quick Turn-around / Brake Cooling FPPM 1.4.x. must be FPPM 1.3.x
31-aug-06	X	X	X	X	X	V Hijacking On GND : add "maintain flaps 40 after landing"

2-sep-06	X	X	X	X		II Full Takeoff Thrust add "Enter actual MAC into laptop perf tool to increase the maximum perf takeoff weight up to 800 kg - 1750 lbs on short field runways."
8-sep-06	X	X	X	X	X	6 Loss of Both Engine Driven Generators add to Landing Gear : "Rudder Nose Wheel steering INOP !! Nose wheel steering remains available via nose wheel steering wheel, use early."
8-sep-06		X	X	X		6 Electrical Power Schematic replace "(optional on 500)" by "(some 500)"
8-sep-06	X	X	X	X	X	9 All Flaps Up Landing bank angle limit 15° applies to turns that are executed at a speed below flaps up speed
8-sep-06	X	X	X	X	X	9 LE Flaps Transit add to logic gate extra option "All LED in programmed position, but TE flaps asymmetric or disagree"
8-sep-06	X	X				10 DSPLY Source replace "min. maneuver speed and stick shaker yellow band removed" by "min. maneuver speed (yellow bar) and stick shaker speed (red/black bar) are removed"
8-sep-06	X	X				14 Auto Brake Disarm in logic gate "RTO ARMED" replace "Antiskid Control Switch ON" by "No fault in the Normal Antiskid System" ; there is no Antiskid Switch on NG
14-sep-06		X	X	X	X	7 APU start with depleted battery replace "BAT BUS" by "HOT BAT BUS, which is powered by the battery or from GEN BUS 2 via TR3"
14-sep-06	X	X				7 APU start with depleted battery replace "BAT BUS" by "HOT BAT BUS, which is powered by the battery or from TFR BUS 1 via GND SVCE DC BUS"
14-sep-06	X	X	X	X	X	12 Crossfeed Selector Inoperative the limitation to close fuel crossfeed for takeoff and landing is no longer valid, unless your company has other limitations
14-sep-06	X	X				12 Fueling Station "STBY PWR Switch to BAT" is not required on NG
14-sep-06	X	X				12 Re-/De-fueling "STBY PWR Switch to BAT" is not required on NG
22-sep-06	X	X	X	X	X	III Engine Failure at V1 (note 2) add "caution : increasing thrust between V1 and VR may result in loss of directional control"
22-sep-06		X	X	X	X	10 ADC Fail "Auto Mode INOP" must be "Standby Mode INOP"
01-oct-06	X	X	X	X	X	II Contaminated Runway Takeoff several inaccuracies in this chapter - please download this update : www.b737mrg.net/downloads/b737mrg_perfo_contaminated.pdf
01-oct-06	X	X	X	X	X	9 Stabilizer Trim Inoperative add the following 3 other possible causes : - Trim command opposite to elevator column command - Stabilizer Trim Cutout Switches not in NORMAL - Trim command away from trim authority while trim already out of range
02-oct-06	X	X	X	X	X	III Quick Turn-around / Brake Cooling replace "15 to 30 minutes" by "10 to 15 minutes"
02-oct-06	X	X	X	X	X	12 Fuel Temp Low add "or increase Mach" in rule of thumb box "Fuel Low Temp"
03-oct-06	X	X	X	X	X	1 Exit Unserviceable MEL 52-16 is JAR only
05-oct-06	X	X				II Dispatch with EEC ALTN "full takeoff thrust and autothrottle ON" and "FMC Takeoff page N1" not valid for thrust level 26K or above
10-oct-06		X	X	X	X	14 Gear Lever will not move up after takeoff delete "GPS" in table Air/Gnd section 'FMC' replace "GND" by "AIR" in table Air/Gnd section 'APU generator'

10-oct-06	X	X				14 Gear Lever will not move up after takeoff add "Pulling the CB according to the NNC will only silence the warning horn. All systems remain in GND mode !" delete "reset CB to put APU on GEN BUS", not applicable to NG, only CL
13-oct-06	X	X				10 ADIRU Fail Add to scheme : ADIRU R fail --> DEU 2 fail --> both EEC fail
13-oct-06	X	X	X			11 IRS replace "ADC-ADR Fail" by "ADC-ADR Data Invalid" in table IRS STS 07
13-oct-06	X	X	X	X	X	15 Warning Horn In FLT : The takeoff warning can also sound when the ground spoiler interlock valve is open (refer to MRG [Gear Lever will not move UP])
18-oct-06	X	X	X	X	X	7 APU SP 7.x "APU Start" has been removed from FCOM Rev. 17 ; APU starter duty cycles are no longer in force
18-oct-06	X	X	X	X	X	7 In-flight Engine Start checklist has been renamed "Engine In-flight Start" according to FCOM-QRH update
25-oct-06			X	X	X	13 Hydraulic Pump Low Pressure
14-dec-06			X	X	X	III Engine Failure on Final step 2 : according to FCTM, flaps must be retracted to 15 on (CL)
14-dec-06	X	X				III V-Speed Correlations delete Vref F15 and Vref F30 - Refer to  PI [General - VREF]
15-dec-06	X	X				1 Passenger Oxygen ON (drawing) replace "FWD Cargo Hold I" by "E&E Compartment" on (NG)
15-dec-06		X				2 Duct Overheat replace "55°C / 130°F" by "60°C / 140°F" on (NG)
15-dec-06		X				2 Duct Pressure Indication Low/High/Split replace "not exceed 50 PSI" by "not exceed 60 PSI" on (NG)
16-dec-06	X	X	X	X	X	12 Engine Fuel Leak replace "1,675 lbs" by "1,676 lbs"
16-dec-06	X	X	X	X	X	12 Minimum Fuel Operation replace "1,675 lbs" by "1,676 lbs"
18-dec-06	X	X	X	X	X	3 Window Heat Off / Overheat apply the following correction to the drawing : Right Window switches must be labelled FWD SIDE i.s.o. SIDE FWD
19-dec-06	X	X	X	X		13 Loss of System B replace "System A Flight Control Switch" by "System B Flight Control Switch"
19-dec-06	X	X	X	X		III ILS Approach replace "MUH - 158 ft AGL" by "MUH - Refer to Limitations"
19-dec-06	X	X				7 EEC Alternate Mode "PT" stands for "Total Pressure" - add to abbreviations
19-dec-06		X	X	X	X	V RVSM Altimeter requirements on GND are different for NG compared to CL and IN. Delete table - Refer to FCOM Limitations
20-dec-06	X	X	X	X	X	1 Door Annunciator replace "14,000 feet" by "13,000 feet"
20-dec-06	X	X	X	X		2 Auto Fail (DCPCS) replace "1,890 ft/min" by "2,000 ft/min" (for DCPCS only)
20-dec-06	X	X	X	X	X	V Rules of Thumb replace "58" by "5%" in rule 12
20-dec-06	X	X	X	X	X	15 Aural Warning(s) Fail new item
20-dec-06	X	X	X	X	X	8 Lavatory Smoke new item
22-dec-06	X	X	X	X	X	15 Ground Proximity Alert checklist has been replaced by "Ground Proximity INOP" according to FCOM-QRH update
22-dec-06	X	X	X	X	X	5 Radio Continuous Transmit

22-dec-06	X	X	X	X		replace checklist name by "Radio Transmit Continuous"
22-dec-06	X	X	X	X		11 FMC/CDU Alerting Message new item
23-dec-06	X	X				11 IRS Drift delete this section - refer to FCOM for FMS position errors
23-dec-06	X	X				7 APU Delete "(*)" in the MANUAL SHUTDOWN logic gate - (NG) only
23-dec-06	X	X	X	X	X	13 Hydraulic Pump Low Pressure replace "< 1,200 PSI" by "< 1,300 PSI"
23-dec-06	X	X				6 TR Failure - DC Bus OFF rename section according to  NNC [TR UNIT]
23-dec-06	X	X	X	X		2 Air Conditioning System Recirculation Fan(s) : "With the switch in AUTO..." describes system with only 1 recirculation fan. For 2 fan system, refer to FCOM for operation.
26-dec-06	X	X	X	X	X	III ILS Approach replace "500 m" by "550 m" in column CAT I
26-dec-06		X	X	X		9 Speed Trim Operation replace "Airspeed..." by "Airspeed between 100 kts and 300 kts" for (300-400-500)
27-dec-06	X	X	X	X	X	14 Wheel Well Fire replace "hot brakes" by "hot brakes alone cannot trigger the wheel well fire warning" add to table "don't loose precious time by making a low pass"
28-dec-06	X	X				2 Pressurization System "max diff pressure 9.10" : add "max diff pressure 9.74 for BBJ-BB2 with reduced cabin altitude option"

february 2007					Update published for all editions (except Edition IN only)	
31-mar-07						<p>9 Speed brake Do Not Arm add "(NG) (As Installed) Load Alleviation System detected fault" to logic scheme for amber light For the amber light to illuminate, the Speedbrake Lever must be in the ARMED detent or either thrust lever is in reverse. Notice that use of the Speedbrakes in flight beyond the flight detent is "not recommended" on (CL) and "prohibited" on (NG). replace "DURING LANDING AND RTO" in subtitle by "DURING RTO"</p>
	X	X				
	X	X	X	X		
	X	X	X	X		
		X	X	X		
16-apr-07	X	X				<p>14 Wheel Well Fire The wheel well fire warning is powered by Transfer Bus 2 as mentioned in the B737MRG. The FCOM chapter 14 mentions that the wheel well fire detection is powered from TFR Bus 1. This error will be corrected in the next FCOM revision (autumn 2007).</p>
17-apr-07	X	X				<p>13 Hydraulic System In schematic replace "Inboard Flight Spoilers" by "Flight Spoilers 2-4-9-11" for system A and replace "Outboard Flight Spoilers" by "Flight Spoilers 3-5-8-10" for system B</p>
27-may-07	X	X	X	X	X	<p>V Rules of Thumb in rule "To find Ground Speed with DME station available" replace "10 x distance" by "100 x distance"</p>
20-jun-07		X	X	X		<p>14 Antiskid Inoperative Add "The Locked Wheel feature also acts as hydroplane protection" to "Locked Wheel Protection"</p>
25-jun-07	X	X	X	X	X	<p>III ILS Approach in table column "CAT I", replace "RVR >= 500 m" by "RVR >= 550 m" in table column "CAT II", replace "350 m" by "300 m" in table header column, place "Min. Visibility" by "Min. RVR"</p>
03-jul-07	X	X	X	X		<p>- Abbreviations ECU = Electronic Control Unit FSU = Fuel Summation Unit</p>
03-jul-07	X	X				<p>9 Speed brake Do Not Arm Replace "MLG" by "RMLG" in picture wing / spoilers</p>
03-jul-07	X	X				<p>9 Trailing Edge Flap Asymmetry Replace 'Flaps 25 until 40 or Flaps 15 and TLA < 30°' by 'flaps are 30 or 40, or flaps are extended and thrust levers are retarded near idle'</p>
14-jul-07	X	X	X	X	X	<p>I Icon Legend Boeing has renamed the DDPG to DDG as from revision 46 (June 14, 2007). All references to DDPG must be read as to DDG. Section FER has been deleted.</p>
14-jul-07	X	X	X	X	X	<p>1 Window Damage "MISC 56-1" has been removed from DDG revision 46</p>
17-aug-07	X	X				<p>7 Engine Starts Problems replace "MEC" by "HMU" under "Engine Lite-off followed by flame out"</p>
17-aug-07	X	X				<p>14 Auto Brake Disarm in logic gate "AUTO BRAKES ARMED" replace "(At least one) Antiskid switch ON and Operational" by "Antiskid system operational" ; there is no Antiskid Switch on NG</p>
17-aug-07	X	X	X	X	X	<p>14 Gear Lever will not move up after takeoff replace "continues to sound" by "sounds" in subtitle</p>
19-aug-07	X	X	X	X	X	<p>13 Loss of System A replace "hydraulic system oil quantity" by "hydraulic system quantity" in table under "Antiskid" ; delete "but reduced effectiveness"</p>
19-aug-07	X	X	X	X	X	<p>13 Loss of System B replace "hydraulic system oil quantity" by "hydraulic system quantity" replace "with a loss of Hydraulic System A on GND" by "with a loss of Hydraulic System B on GND"</p>
19-aug-07	X	X	X	X	X	<p>12 Engine Fuel Leak</p>

						delete paragraph "With Main Fuel Tank No 1 and CTR Fuel Tank empty, the APU is no longer available."
19-aug-07	X	X				12 Re-/De-fueling
						remove "DC External power" from logic gates (2x)
22-aug-07	X	X	X	X	X	7 Engine Starts Problems
						in "APU FAILURE DURING FIRST ENGINE START" replace "Start both engines with ASU" by "Refer to 'ENGINE START WITH APU INOP' for engine start"
22-aug-07	X	X				7 Engine Starts Problems
						in "ENGINE START WITH APU INOP" delete last paragraph 'equipment cooling', this is not applicable to NG
28-aug-07	X	X	X	X	X	V Rules of Thumb
						replace "SAT (°C) = TAT (°C) - 3 x Mach" by "SAT (°C) = TAT (°C) - 3 x (Mach x 10)"
29-aug-07	X	X				6 Electrical Panel
						replace "the APU continues to run and continues to power the SYS BUSES" by "the APU automatically shuts down because of power loss to the electronic control unit"
07-sep-07	X	X				6 Transfer Bus OFF
						correction in drawing : DC Bus 1/2 and GND SVCE DC Bus remain powered through TR2 - The DC Bus Tie Relay is closed.
07-sep-07	X	X	X	X	X	- Abbreviations
						NiCd = Nickel Cadmium APB = APU Breaker RLY = Relay TR = Transformer Rectifier TRU = Transformer Rectifier Unit
10-sep-07	X	X				6 Determine Failed Electrical Bus
						replace "a failure of Relay R89" by "a failure of TFR BUS 2" (NG only)
10-sep-07	X	X				6 Electrical Power Schematic
						new scheme for NG available from the Download page or here : www.b737mrg.net/downloads/b737mrg_electrical.pdf
18-sep-07		X	X	X		6 Electrical Power Schematic
						new scheme for CL available from the Download page or here : www.b737mrg.net/downloads/b737mrg_electrical.pdf
18-sep-07		X	X	X		III Engine failure on final approach
						add option to "maintain landing flaps if sufficient thrust is available" in accordance with FCTM update
18-sep-07		X	X	X		7 Engine Oil Quantity
						replace full tank quantity by 4.75 USG
22-sep-07	X	X	X	X	X	15 GPWS INOP
						add "(On GND) System Test in progress" to logic gate
22-sep-07	X	X	X	X	X	3 Windshield Wiper(s) Inoperative
						new item
22-sep-07	X	X	X	X		12 Fuel Temp Low
						Jet B fuel is allowed on CL and IN, but not on NG
23-sep-07	X	X				9 Flap Load Relief
						Added Flap Load Relief speeds for Short Field Performance option
26-sep-07		X	X	X		7 Engine Indicating
						Replace "EIS-Pri 1" by "EIS-Pri 2" in footnote
27-sep-07	X	X	X	X	X	3 Wing Anti-Ice Valve Open
						Replace "is protected by Type II" by "is or will be protected by Type II"
29-sep-07	X	X				III Engine failure on final
						Replace "Five degrees body attitude" by "2.5° body attitude"
29-sep-07		X	X	X		7 Loss of thrust on both engines
						Replace "connect it to GEN BUS 2 to obtain both..." by "connect it to GEN BUS 2 to power TR3 and battery charger through Main Bus 2."
30-sep-07	X	X				12 Auxiliary Fuel System (BBJ)
						new item (Decrane Aircraft PATS Inc - Alert Messages table)
08-oct-07	X	X				9 Yaw Damper

17-oct-07	X	X
20-oct-07	X	X

replace "limited to 3°" by "limited to 2° (flaps up) and 3° (flaps down)"

6 Loss of both engine driven generators

replace "UDU (hydraulic...)" by "LDU (hydraulic...)"

6 Electrical Power Source

Move the following items to another electrical bus section :

ATC Antenna Switch

DC Bus 2 Sect 2 - 28v dc

Engine 2 Run/PWR

DC Bus 2 - 28v dc

Engine Vibration Monitor

Transfer Bus 2 Sect 2 - 115v ac

Communications PA Amplifier Battery

Battery Bus Sect 2 - 28v dc

DU Captain Inboard (*)

DC Bus 1 Sect 1 - 28v dc

DU Captain Outboard (*)

DC Bus 1 Sect 1 - 28v dc

DU Captain Inboard (*)

Standby Bus Sect 1 - 28v dc

DU Captain Outboard (*)

Standby Bus Sect 1 - 28v dc

DU Center Upper

Standby Bus Sect 1 - 28v dc

Fire Protection Detection Eng 1

Battery Bus Sect 2 - 28v dc

Equip Cooling Exhaust Fan Control Altn

DC Bus 2 Sect 2 - 28v dc

Equip Cooling Low Flow Detect Exhaust

DC Bus 1 Sect 1 - 28v dc

Equip Cooling Supply Fan Control Altn

DC Bus 1 Sect 2 - 28v dc

Equip Cooling Supply Fan Control Normal

DC Bus 2 Sect 2 - 28v dc

GPWS

Transfer Bus 1 Sect 1 - 115v ac

Landing Gear Antiskid Inboard

Battery Bus Sect 3 - 28v dc

Landing Gear Aural Warning

Battery Bus Sect 3 - 28v dc

Lights - Pass. Cabin Fasten Seat Belt Right

Transfer Bus 1 Sect 2 - 28v ac

Lights - Pass. Cabin No Smoking Right

Transfer Bus 1 Sect 2 - 28v ac

Mach Warn Sys 2

DC Bus 2 Sect 2 - 28v dc

PSEU Primary (*)

DC Bus 1 Sect 2 - 28v dc

PSEU Primary (*)

Gnd Svce DC Bus - 28v dc

Radio Navigation ADF 2

Transfer Bus 2 Sect 2 - 115v ac

Radio Navigation DME 2

Transfer Bus 2 Sect 2 - 115v ac

Radio Navigation Nav Control Panel 2

Transfer Bus 2 Sect 2 - 115v ac

Radio Navigation Nav Sensor DC-2

DC Bus 2 Sect 2 - 28v dc

Radio Navigation Radio Altimeter 1

Transfer Bus 1 Sect 1 - 115v ac

Radio Navigation Radio Altimeter 2

						Transfer Bus 2 Sect 2 - 115v ac
						Radio Navigation VOR 2
						Transfer Bus 2 Sect 2 - 115v ac
						SMYD -2 Computer DC
						DC Bus 2 Sect 2 - 28v dc
						Stick Shaker - Right
						DC Bus 2 Sect 2 - 28v dc
						TCAS
						Transfer Bus 1 Sect 1 - 115v ac
						Yaw Damper Indicator
						Transfer Bus 1 Sect 1 - 115v ac
						Yaw Damper 1 DC
						DC Bus 1 Sect 1 - 28v dc
						Yaw Damper 2 DC
						DC Bus 1 Sect 1 - 28v dc
						Weather Radar R/T
						Transfer Bus 2 Sect 2 - 115v ac
20-oct-07	X	X				15 PSEU
						swap "(Pri)" with "(Altn)" for power source
04-nov-07	X	X	X	X	X	9 Jammed or Restricted Flight Controls
						add "PI [Adv. Info - Non-Normal Configuration Landing Distance]"
04-nov-07	X	X				9 Uncommanded Rudder / Yaw or Roll
						delete checklist for NG
04-nov-07	X	X	X	X		10 Airspeed Unreliable
						delete "EGPWS Terrain" from list of reliable resources
04-nov-07	X	X	X	X		7 Loss of thrust on both engines
						replace "3 minutes" by "30 seconds" in accordance with new NNC
06-nov-07	X	X				8 Cargo Fire
						Replace "minimize airflow around and oxygen supply" by "increase ventilation and minimize oxygen supply"
						text may not correspond with your ops ; depending on checklist version, one pack is selected to OFF and the other pack or both packs are selected to HIGH.
08-nov-07	X	X	X	X	X	1 Window Open
						added new NNC
09-nov-07	X	X	X	X		7 APU Overspeed
						add "FCU solenoid failure" to logic gate as extra option
09-nov-07	X	X	X			7 APU
						add "FCU failure" + "EGT Exceedance" + "other system faults" as extra options to the Automatic Shutdown logic gate
10-nov-07	X	X	X	X	X	8 Lavatory Smoke
						add "lavatory detection system test conducted" to logic gate (OR)
20-nov-07	X	X	X	X	X	12 Fuel Imbalance
						add an additional IF/THEN gate after first step of flow chart
						"Crossfeed (was) open ?"
						Yes --> Different pump output pressure caused fuel imbalance
						No --> (continue with flow chart)
30-nov-07	X	X	X	X		13 Hydraulic System
						error in schematic drawing : remove yellow line (standby system) between Rudder and Ailerons
18-dec-07	X	X				9 Auto Slat Fail
						insert "Flaps 1 through Flaps 25 (with Short Field Performance option installed)"
18-dec-07	X	X				9 Alternate Flaps Operation
						-
18-dec-07	X	X				9 Leading Edge Flaps Transit
						Added "1 - 25 (with SFP option)" and "30 - 40 (with SFP option)" to first column in table
18-dec-07	X	X				7 Engine Control

						after "4 seconds" insert "(or 2 seconds with Short Field Performance package installed)"
18-dec-07	X	X				14 Gear Lever will not move up after takeoff paragraph "Engine, APU" in table ; after "4 seconds" insert "(or 2 seconds with Short Field Performance package installed)"
20-dec-07	X	X				10 AOA Disagree added new NNC
21-dec-07	X	X				12 Fuel Tank Scavenge System Replace "DC Bus 1-2" by "No electrical power required" for NG
21-dec-07	X	X				12 LOW (Fuel indication) added "or Qty < 453 kg / 1,000 lbs (As Installed)"
22-dec-07	X	X	X			11 IRS On DC add "(if momentary) IRS self-test in progress" to logic gate
22-dec-07	X	X	X	X	X	15 GPWS INOP add "power loss" to logic gate
23-dec-07	X	X				5 Antenna Location replace "GPS" by "GPS 1" and replace "GPS Sensor" by "GPS 2"
23-dec-07	X	X				11 GLS added new NNC
23-dec-07	X	X				11 ILS (for aircraft with GLS capability) added new NNC
24-dec-07	X	X				10 ADIRU Fail replace "ISFD - OUT OF ORDER Flag" by "(ADIRU L) - ISFD - HDG Flag"
24-dec-07	X	X	X	X		10 ISFD malfunctions added new NNC
26-dec-07	X	X	X	X	X	3 Ice Detector - Icing the "NO ICE" green light must be colored white
27-dec-07		X	X	X	X	10 Flight Recorder Off replace "3,400 G's" by "1,000 G's" for CL and IN
30-dec-07		X	X	X	X	12 Fuel Temp Low replace "-43 °C / -45 °F" by "-45 °C / -49 °F" for CL and IN only
02-jan-08	X	X				15 SPSEU (800SFP-900ER) added new NNC
06-jan-08	X	X	X	X	X	6 Loss of both engine driven generators in table replace "Engine 2 anti-ice..." by "Engine and Wing Anti-Ice inoperative"
18-jan-08	X	X	X	X	X	8 Smoke, Fire or Fumes added new NNC - this NNC replaces the Airconditioning Smoke and Electrical Smoke NNC.
25-jan-08	X	X	X	X	X	9 All Flaps Up landing replace "autobrakes are not recommended" by "autobrakes are recommended"
25-jan-08	X	X	X	X	X	9 TE Flaps Up Landing replace "autobrakes are not recommended" by "autobrakes are recommended"
25-jan-08	X	X	X	X	X	9 TE Flap Asymmetry replace "autobrakes are not recommended" by "autobrakes are recommended"
26-jan-08	X	X	X	X	X	7 High Engine Vibration replace "MILS" by "UNITS" ; the scale of the VIB indicator is not calibrated in MILS but in UNITS.
26-jan-08		X	X	X	X	7 High Engine Vibration replace "The highest value" by "The mean value" for CL and IN
28-jan-08	X	X				13 Hydraulic System Indicating the green arc on the analog indication should be colored white the RF symbol text should be colored white iso blue
28-jan-08	X	X	X	X	X	15 Takeoff Configuration added new NNC
01-feb-08	X	X	X	X	X	2 Auto Fail

						add to rule of thumb : "After a no bleed takeoff, the cabin altitude is catching up with the normal climb profile and the pointers rather show 2 and 3. The same goes for takeoff from airports substantially above SL."
01-feb-08		X	X	X	X	14 Landing Gear Lever jammed in the UP position replace "NNC [LOSS OF SYSTEM B]" by "NNC [LOSS OF SYSTEM A]"
02-feb-08	X	X				9 Leading Edge Flaps Transit replace "two or more LE flaps or LE slats" by "two or more LE flaps or three or more LE slats"
02-feb-08	X	X				1 Door Annunciator replace "TLA > 53%" by "TLA > 53°" in first logic gate
07-feb-08	X	X				2 Air Conditioning System replace label APU Bleed Air Valve from "BAT BUS" by "SW HOT BAT BUS" (for NG only)
08-feb-08	X	X				14 Gear Lever will not move up after takeoff in tabel replace "Flight Locks disengaged" by "Flight Locks engaged" in the IN-FLIGHT column
11-feb-08		X	X	X		13 Hydraulic System replace "in UP or OFF" in logic gate Landing Gear Transfer Unit by "in UP" for classic only
11-feb-08		X	X	X	X	I Abbreviations add "FSU = Fuel Summation Unit"
11-feb-08		X	X	X	X	6 CSD Low Oil Pressure replace "CSD Oil LOW PRESSURE" by "CSD LOW OIL PRESSURE"
13-feb-08		X	X	X		11 IRS IRS Malfunction codes are limited to 12. Delete all codes above 12.
13-feb-08	X	X	X	X	X	9 Jammed or Restricted Flight Controls replace "flight deck control wheel" by "flight deck control column" in bold paragraph
14-feb-08	X	X				11 FMC Disagree added new NNC
16-feb-08	X	X				6 Circuit Breakers added 4 CB on P18-3 row F for Window Heat Control DC

March 2008					Update published for all Editions				
	The colored bullets refer to the cover of your book								
02-apr-08		●	●	●					
02-apr-08	●	●							
06-apr-08	●	●	●	●	●				
18-may-08	●	●	●	●	●				
18-may-08	●	●							
18-may-08	●	●	●	●	●				
18-may-08	●	●	●	●					
18-may-08	●	●	●	●	●				
18-may-08	●	●	●	●					
18-may-08	●	●	●	●	●				
9-sep-08	●	●							
9-sep-08		●	●	●					
11-sep-08	●	●	●	●					
11-sep-08	●	●							
11-sep-08	●	●	●	●					
12-sep-08	●	●							
12-sep-08		●	●						
12-sep-08			●	●					

II ILS Approach
in table under "Flight Control Sys A Low Pressure" replace "...continue approach." by "...approach can be continued."

6 TR Unit
in paragraph "DC BUS 2 FAILURE" replace in bus bar drawings : "DC BUS 1 S1" by "DC BUS 2 S1" and "DC BUS 1 S2" by "DC BUS 2 S2"

6 Determine Failed Electrical Bus
(edition march 2008 only) in flow chart, replace "[Two Phase Generator]" by "[Generator Phase Loss]"

~~**1 Passenger Oxygen ON**~~
replace "FAR 121.333" by "FAR 135.89"

10 Flight Data Recorder OFF
In the paragraph about CVR, replace "30 minutes voice recording" by "120 minutes voice recording" (for NG only)

13 Loss of System A
In "Additional Failures - Standby System" replace "is not affected" by "is affected"

13 Loss of System B
In "Additional Failures - Standby System" replace "is not affected" by "is affected"

13 Loss of System B
PTU operates "with TE Flaps not UP" on NG with SFP installed

6 Electrical Power Schematic
AC Standby Power INV must be connected to the "28v dc battery bus bar" iso to the "28v dc battery bus"
Relay R356 also affects the 28v dc Standby Bus (move switch about 2 cm / 1 inch to the right)
new scheme for CL available from the Download page or here :
www.b737mrg.net/downloads/b737mrg_electrical.pdf

2 Off Schedule Descent
Replace "With the pressurization system in Auto Mode" by "With the pressurization system in AUTO or ALTN Mode"

2 Off Schedule Descent
Replace "With the pressurization system in Auto Mode" by "With the pressurization system in AUTO or ALTN Mode (DCPCS) - AUTO Mode (CPCS)"

IV Bomb
In checklist, replace "DCPCP" and "CPCP" by "DCPCS" and "CPCS"

7 Engine failure / shutdown
Add "Onside EEC powered" to the logic AND-gate


9 Speed Trim Fail
Replace "signal from Engine No 1" by "signal from either Engine" in text and in logic gate

13 Loss of System A
update of 19-aug-07 also applies to NG

6 Electrical Panel
Add or replace as follows :
"the APU continues to run and to power the GEN busses" by "the Garret APU continues to run and to power the busses"
"(NG) the APU automatically shuts down..." by "the Sundstrand (CL) and AlliedSignal (NG) APU automatically shut down because of power loss to the electronic control unit"

11 FMC FAIL
Remove phrase "Other indications... UDU".

12-sep-08	●	●	●	●	●	13 Hydraulic System Low Quantity Replace "Move stabilizer UP/DOWN" by "Move elevator UP/DOWN" Replace "red/black" by "orange/black"
13-sep-08	●	●				10 CDS fault According to the new QRH update, the CDS FAULT is a NOGO at all times. Therefore, delete "Prior to the first engine start"
13-sep-08	●	●	●	●	●	15 Warning Horn cancel/delete update of 13-oct-06
13-sep-08				●	●	7 Aborted Engine Start Starter Duty Cycles are those for (CL). Replace by duty cycle for (IN) as per FCOM NP 21.x
22-sep-08	●	●	●	●	●	14 Landing Gear Unsafe add "Gear Selector Valve failure" to paragraph "LANDING GEAR DOES NOT RETRACT" as an additional possible cause
30-oct-08	●	●				9 Feel Differential Pressure add "after 30 seconds" to logic gate after "> 25%"
02-nov-08	●	●	●	●	●	1 Door Annunciator delete paragraph "13000 feet" - new NNC has been modified
14-nov-08	●	●	●	●	●	7 Loss of thrust on both Engines replace "EGT increase may be very slow" by "N2 increase may be very slow"
20-nov-08	●	●	●	●	●	7 Engine Fire Replaced "Engine Fire Warning Switch" by "Engine Fire Switch" throughout complete MRG due to renaming by Boeing
03-dec-08		●	●	●		6 Electrical Power Source replace "(600-700)" by "(300-500)" for item Air Condition Mix Valve Pos Ind
10-dec-08	●	●	●	●	●	13 Manual Reversion In table under "ATC" delete "(except if alternate nose wheel steering is installed)". Nose wheel steering is inoperative.
08-jan-09	●	●				7 EEC ALTERNATE MODE Delete requirement to "first" accomplishing the DSPLY SOURCE NNC. According to new QRH, this checklist can also be done afterwards.
09-jan-09	●					6 TR Unit under section "DC BUS 2 FAILURE" : - delete yellow bar "ELECTRONIC BUS 2 - 28V DC" - replace yellow bars "DC BUS 1" by "DC BUS 2" twice
10-jan-09	●	●				6 Electrical Power Schematic (NG) remove one-way arrow between 28v dc Hot Bat Bus and 28v dc Gnd Svce DC Bus
10-jan-09		●	●	●	●	6 Electrical Power Schematic (CL) (IN) remove both one-way arrows between 28v dc Hot Bat Bus and 28v dc Bat Bus
10-jan-09	●	●				6 TR Unit in table under section Fuel, delete "Fuel pump DC control INOP (one in each tank)"
10-jan-09						6 TR Unit replace "During go-around TR3 Disconnect Relay" by "During go-around DC Bus Tie Relay" in table under DC BUS 1 FAILURE, delete "Fuel pump DC control INOP (one in each tank)" in table under DC BUS 1 FAILURE, add "(CL)" to "Fuel pump DC control INOP (one in each tank)", this is not applicable to NG
10-jan-09	●	●				2 Equipment Cooling OFF delete paragraph "(Cargo)..." label paragraph "(Cargo)..." with "(CL)" - is not valid for NG
10-jan-09	●		●	●	●	6 CSD Low Oil Pressure replace "BUS / SOURCE OFF" by "BUS OFF"
10-jan-09	●					6 DRIVE replace "BUS / SOURCE OFF" by "SOURCE OFF"

13-jan-09	●	●				7 APU in section MANUAL SHUTDOWN replace "40 seconds" by "30 seconds" for the inlet door on NG
15-jan-09		●	●	●	●	6 CSD High Oil Temperature replace "between 0 and 5 amps" by "between 0 and 5 volt"
17-jan-09	●	●				3 Probe Heat in table add "and to EEC 1" after "to CAPT airspeed" in table add "and to EEC 2" after "to F/O airspeed"
19-jan-09	●	●				7 Engine Start Problems Under section "ENGINE WET START" after "15 seconds... ILDE." add ", or 20 seconds if the OAT is below 2 °C / 36 °F."
19-jan-09	●	●				7 Engine Ignition Inoperative After "15 seconds... ILDE detent" insert ", or 20 seconds if the OAT is below 2 °C / 36 °F"
22-jan-09		●	●	●	●	9 Rudder Pressure Reducer replace CB "None" by CB "P6-2C (Rudder Load Limiter)"
22-jan-09	●	●	●	●	●	9 Standby Rudder ON replace CB "None" by CB "P6-2C (FFM)" on CL and "P6-2D (FFM)" on NG
25-jan-09	●	●	●	●	●	11 FMC Fail Replace "There is no table for Max Continuous at low altitude, set equal to Max Climb" with "Use table  [Engine Inoperative - Max Continuous %N1 - 10000 FT to 1000 FT]."
25-jan-09	●	●	●	●	●	9 Trailing Edge Flaps UP Landing in table "Diversion", replace "250 kts" by "230 kts (= ALT FLAPS EXT placard speed)" for all (NG) and (CL) and 210 kts for (IN)
25-jan-09	●	●	●	●	●	13 Loss of System B in table "Diversion", replace "250 kts" by "230 kts (= ALT FLAPS EXT placard speed)" for all (NG) and (CL) and 210 kts for (IN)
25-jan-09	●	●	●	●	●	13 Manual Reversion in table "Diversion", replace "250 kts" by "230 kts (= ALT FLAPS EXT placard speed)" for all (NG) and (CL) and 210 kts for (IN)
26-jan-09	●	●	●	●	●	13 Loss of System B in logic gate for PTU, replace "Alternate Flaps Control Switch" by "Alternate Flaps Position Switch"
28-jan-09	●	●	●	●	●	13 Hydraulic System Low Quantity for landing gear, replace "20%" by "15%" for flight spoilers, replace "5%" by "1%" for ground spoilers, replace "5%" by "2%" replace "10% in EXT and 20% in FULL EXT" by "10% in EXT and another 5% to FULL EXT" replace "10% in EXT and 20% in FULL EXT" by "5% (CL) - 10% (NG) in EXT and another 5% to FULL EXT" replace "10% in EXT and 20% in FULL EXT" by "5% in EXT and another 5% to FULL EXT"
29-jan-09	●	●	●	●	●	1 Flight Crew Oxygen replace "FAR 135.89" by "FAR 121.333" delete the FAR diagram and use the JAR diagram for both JAR and FAR
29-jan-09	●	●	●	●	●	1 Passenger Oxygen System replace "FAR 135.89" by "FAR 121.574"
29-jan-09	●	●	●	●	●	1 Window Damage delete "12,000 ft"; both JAR and FAR are 10,000 ft
29-jan-09	●	●	●	●	●	2 Emergency Descent delete "12,500 ft"; both JAR and FAR are 10,000 ft
30-jan-09	●					2 Air-conditioning & Pressurization delete paragraph TURBOFAN mark paragraph TURBOFAN with "(CL)"
30-jan-09	●					2 Ram Door Full Open delete last alinea about Turbofan and delete TURBOFAN and LOUVRES from drawing

02-feb-09	●	● ●				<p>mark last alinea about Turbofan with "(CL)". Same for TURBOFAN and LOUVRES in drawing</p> <p>1 Door Annunciator In the logic gate for the OVERWING amber light, delete the 3rd "locked" condition and connect the 2nd "not locked" condition to the AND gate delete "depending on the number of passengers" replace "cabin pressure < 4" by "cabin differential pressure < 4"</p>
05-feb-09	●	●	●	●	●	<p>7 Engine In-flight Start</p> <p>delete phrase with "NNC [Aborted Engine Start]" - is for ground starts only</p>
08-feb-09	●	●	●	●	●	<p>2 Bleed Trip Off replace "to avoid duct temperature" by "to avoid duct pressure"</p>
08-feb-09		●	●	●		<p>7 Engine Indicating (CL) replace AVM-VIB indication "MAIN BUS 1/2" by "TFR BUS 1/2"</p>
08-feb-09		●	●	●	●	<p>6 TR Unit in table DC BUS 1 FAILURE, replace Engine section with following : "(CL) (EIS) Engine No 1 indications Oil Qty and VIB inoperative" "(CL) (non-EIS) Engine No 1 indications N2 and FF inoperative" "(CL) (EIS) TAT indication inoperative" in table DC BUS 2 FAILURE, replace Engine section with following : "(CL) (EIS) Engine No 2 indications Oil Qty and VIB inoperative" "(CL) (non-EIS) Engine No 2 indications N2 and FF inoperative"</p>
08-feb-09		●	●	●	●	<p>6 Transfer Bus Failure (CL) in table TFR BUS 1 FAILURE, replace Engine indications with following : "(non-EIS) Engine No 1 Oil Press / Temp. / Qty / VIB indicators INOP" "(EIS) Engine No 1 Oil Pressure / Temperature indications INOP" in table TFR BUS 2 FAILURE, replace Engine section with following : "(non-EIS) Engine No 2 Oil Press / Temp. / Qty indicators INOP" "(EIS) Engine No 2 Oil Pressure / Temperature indications INOP"</p>

March 2009					Update published for all editions	
Edition 2009	●	●	●	●	●	<p>Major update of the B737MRG in accordance with the new Boeing QRH Phase 2. This includes the following changes :</p> <ul style="list-style-type: none"> - some chapters in the QRH have been renamed (e.g. "Lights") - some checklists have been renamed (e.g. "Entry/Service Door") - some checklists have moved to another chapter (e.g. "Eng Fire") - some tables from chapter Performance Inflight have been deleted <p>Other changes that come with this update :</p> <ul style="list-style-type: none"> - completion of the Rudder RSEP on all Boeing 737 - several new items, such as P-RNAV
03-apr-09	●	●				12 Fuel Pump Low Pressure replace "I= 13 (600)" by "I= 11 (600)"
03-apr-09	●	●				1 Lights in the spare bulb drawing for (NG), replace "Runway Turnoff" by "Standby Attitude Indicator"
14-may-09	●	●				1 Doors / Entry Door and Service Door for (NG), swap "waste" and "water" doors on door scheme
26-jun-09	●	●	●	●	●	7 Loss of Thrust on Both Engines Delete "APU bleed air also serves for airplane pressurization" ; APU bleed air should be used for engine start in the first place
02-jul-09	●	●	●	●	●	6 TR Unit replace "TR1 and TR2 share electrical load from DC Bus 1" by "... for DC Bus 1"
08-aug-09	●	●				9 Speedbrake Do Not Arm in text (NG) replace "FULL UP 60° position" by "FULL UP 52° (inboard) / 60° (outboard) or 60° (all - SFP installed) position"
11-sep-09	●	●	●	●	●	9 Trailing Edge Flap Disagree delete "use NNC [Trailing Edge Flaps Up Landing] as guideline" - this is now covered by the Boeing NNC
22-okt-09	●					7 APU does not start Delete "Push APU Overspeed Reset Button" Label "Push APU Overspeed Reset Button" with "(CL)"
10-nov-09	●	●	●	●	●	14 Landing Gear Lever will not move Up after Takeoff after "selecting autobrakes to RTO" add "with thrust levers in idle"
10-nov-09	●	●	●	●	●	15 WARNING HORN - CABIN ALTITUDE OR CONFIGURATION after "selecting autobrakes to RTO" add "with thrust levers in idle"
04-dec-09	●	●	●	●	●	15 LANDING CONFIGURATION new NNC in the Boeing QRH - This item was already covered by the MRG in the chapter "Warning Horn"
04-dec-09	●	●	●	●	●	14 Landing Gear Indication Unsafe - Gear Disagree Boeing has added a new checklist to the QRH, what pilots could read in the MRG for the past years... So, replace this title by the new QRH NNC "GEAR DISAGREE"
04-dec-09	●	●	●	●	●	15 Tailstrike on Takeoff - Tail Strike Boeing has changed this title to "Tail Strike" to cover a potential exceptional tail strike during go-around
04-dec-09	●	●	●	●	●	15 WARNING HORN - CABIN ALTITUDE OR CONFIGURATION Change title to new Boeing QRH : "WARNING HORN (INTERMITTENT) or WARNING LIGHT - CABIN ALTITUDE OR TAKEOFF CONFIGURATION"
29-dec-09	●	●	●	●	●	5 Radio Communication Fail after "squawk 7600" add "(USA : squawk 7700 for 1 minute, next 7600 for 15 minutes or remaining flight time, whichever occurs first)"
11-jan-10	●	●	●	●	●	V Rules of Thumb in rule 6 "drift computation in cruise" replace "Mach 0.8" by "Mach 0.7"
12-jan-10	●	●	●	●	●	6 Loss of both Engine Driven Generators in paragraph "Cruise" delete "Press the TRIP RESET button to restore pressurization"
12-jan-10	●	●	●	●		7 Loss of Thrust on Both Engines

13-jan-10	●	●				in paragraph "After one engine is recovered" add "Press the TRIP RESET button to restore pressurization"
14-jan-10		●	●	●	●	9 Speedbrake Do Not Arm replace "350 feet" by "900 feet (800) - 1,100 feet (800SFP) - 1,500 feet (900ER)"
30-jan-10	●	●	●	●	●	1 Air Stair Inoperative replace "45 kts" by "40 kts"
08-feb-10	●	●	●	●	●	10 Flight Recorder OFF in paragraph 'On GND' add "Not required for JAR - Required for FAR as described below"
20-feb-10	●	●				7 Engine Failure Diagnosis in frame "N1 or N2 zero RPM" add "or airframe vibrations"
22-feb-10	●	●	●	●	●	10 Display Source add "Below FL220" to paragraph starting with "Failure of a DEU..."
24-feb-10	●	●	●	●	●	13 Loss of System B replace "the time required to extend the landing gear" by "the time required to extend the flaps"
02-mar-10			●	●		7 Aborted Engine Start replace "N1 RPM" by "N2 RPM" is definition "max motoring"
07-mar-10		●	●	●	●	2 Auto Fail (DCPCS) delete the paragraph "Each pressure controller receives air data from both ADIRUs ..." - this applies to (NG)
11-mar-10	●	●	●	●		9 Uncommanded Rudder / Yaw Or Roll Boeing has renamed this checklist into "Uncommanded Roll"
11-mar-10	●	●	●	●	●	2 Zone Temp Move phrase "Accomplish the procedure (M) prior to GO" to lower section "w/o Recall"
11-mar-10	●	●	●	●	●	3 Window Overheat In the panel drawing, swap "Loss of electrical power" with "Window has overheated". Move (*1) and (*2) to "overheated".
12-mar-10	●	●				2 Equipment cooling OFF Note about live animal only applies to (CL)
12-mar-10	●	●	●	●		1 Toilet Flush Malfunction (NG) replace "3 seconds - 7.6 cm" by "3 inches - 7.6 cm"
14-mar-10		●	●	●		2 Auto Fail (DCPCS) Replace "ALTN" by "MAN" in phrase "Some AUTO FAIL faults are ... to ALTN and back to AUTO."
14-mar-10		●	●	●	●	6 Battery Main Battery ; replace "optional 60 min" by "optional 45 min" for (CL)
15-mar-10		●				6 Bus OFF In table [Generator 2 Failure - Anti Ice] replace "F/O becomes PF" by "Captain becomes PF"
16-mar-10		●				6 Standby Power OFF in the table [STANDBY AC FAILURE] replace "IRS 1 (CL) / ADIRU Left (NG) INOP" by "IRS 1 (CL) / ADIRU Left (NG) have backup power from Switched Hot Battery Bus" in section "STANDBY DC FAILURE" replace "115V AC" by "28V DC" for the (CL) red bus bar illustration
17-mar-10	●	●				6 TR Unit in table [DC BUS 2 FAILURE] add "(NG)" in front of "DU Center Lower - DU..." and also in front of "EFIS Control Panel F/O"
17-mar-10	●	●				7 APU EGT Indication Inoperative MEL item not applicable on (NG) Allied Signal APU
18-mar-10			●	●		7 APU OVERSPEED logic gate must read "APU RPM > 106%" for (NG) Allied Signal
25-mar-10	●	●				13 Hydraulic System Low Quantity (IN) where it says "5% to FULL EXT" it should read system A (twice)
						14 Landing Gear Lever will not move Up after Takeoff in table section "Engines, APU" the phrase "APU operation possible with BAT switch OFF" must be deleted for NG and applies to (CL) Garret only

25-mar-10	●	●				<p>6 Loss of both Engine Driven Generators in table section "Engines, APU" ; engine parameters are displayed compact on UDU only</p>
26-mar-10		●	●	●	●	<p>7 APU in table section "Hydraulics" ; (optional) indications on UDU, not on LDU</p> <p>In table replace "650 °C" by "710 °C (*3)" and add under table "(*3) 650 °C is recommended to extend APU service life"</p>

May 2010						Update published for all editions
Edition 2010	●	●	●	●	●	<p>The MRG is celebrating its fifth (commercial) anniversary with over 10,000 copies sold. The 2010 MRG livery design comes with a new élan.</p> <p>New non-normals in the 2010 update :</p> <ul style="list-style-type: none"> - Nitrogen Generation System - Service Interphone System - Laser Illumination - Elevator Tab Vibration - Upset Recovery - Gear Disagree - Emergency Landing Announcement (English - Spanish - French)
03-may-10	●	●				<p>9 Speed Trim Fail (NG) replace "to CONT or FLT (or GRD)" by "to CONT (or GRD)"</p>
26-may-10	●	●				<p>6 Electrical Power Schematic Relay K5 should not be connected to 28V DC BUS 1 but to the black dot just above the DC bus</p>
16-jun-10	●	●	●	●	●	<p>12 Fuel Imbalance Diagnosis In logic gate (first page) replace "FF and EGT not equal" by "EGT not equal" (with minor imbalance)</p>