




# 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		
<b>aug 1997</b>							<b>first print - for personal use only</b>
							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 my notes... That's how the story started.
<b>april 2005</b>							<b>first commercial publication</b>
<b>june 2006</b>							<b>Update published for all Editions</b>
<b>february 2007</b>							<b>Update published for all editions (except Edition IN only)</b>

<b>March 2008</b>						<b>Update published for all Editions</b>	
						The colored bullets refer to the cover of your book	
02-apr-08		●	●	●			<b>II ILS Approach</b> in table under "Flight Control Sys A Low Pressure" replace "...continue approach." by "...approach can be continued."
02-apr-08	●	●					<b>6 TR Unit</b> 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"
06-apr-08	●	●	●	●	●		<b>6 Determine Failed Electrical Bus</b> (edition march 2008 only) in flow chart, replace "[Two Phase Generator]" by "[Generator Phase Loss]"
18-may-08	●	●					<b>10 Flight Data Recorder OFF</b> In the paragraph about CVR, replace "30 minutes voice recording" by "120 minutes voice recording" (for NG only)
18-may-08	●	●	●	●	●		<b>13 Loss of System A</b> In "Additional Failures - Standby System" replace "is not affected" by "is affected"
18-may-08	●	●	●	●			<b>13 Loss of System B</b> In "Additional Failures - Standby System" replace "is not affected" by "is affected"
	●	●					<b>13 Loss of System B</b>

18-may-08		●	●	●	●	<p>PTU operates "with TE Flaps not UP" on NG with SFP installed</p> <p><b>6 Electrical Power Schematic</b> 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)</p>
9-sep-08	●	●				<p><b>2 Off Schedule Descent</b> Replace "With the pressurization system in Auto Mode" by "With the pressurization system in AUTO or ALTN Mode"</p>
9-sep-08		●	●	●		<p><b>2 Off Schedule Descent</b> Replace "With the pressurization system in Auto Mode" by "With the pressurization system in AUTO or ALTN Mode (DCPCS) - AUTO Mode (CPCS)"</p>
11-sep-08	●	●	●	●		<p><b>IV Bomb</b> In checklist, replace "DCPCP" and "CPCP" by "DCPCS" and "CPCS"</p>
11-sep-08	●	●				<p><b>7 Engine failure / shutdown</b> Add "Onside EEC powered" to the logic AND-gate</p>
11-sep-08	●	●	●	●		<p><b>9 Speed Trim Fail</b> Replace "signal from Engine No 1" by "signal from either Engine" in text and in logic gate</p>
12-sep-08	●	●				<p><b>13 Loss of System A</b> update of 19-aug-07 also applies to NG</p>
12-sep-08		●	●			<p><b>6 Electrical Panel</b> 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"</p>
12-sep-08			●	●		<p><b>11 FMC FAIL</b> Remove phrase "Other indications... UDU".</p>
12-sep-08	●	●	●	●	●	<p><b>13 Hydraulic System Low Quantity</b> Replace "Move stabilizer UP/DOWN" by "Move elevator UP/DOWN" Replace "red/black" by "orange/black"</p>
13-sep-08	●	●				<p><b>10 CDS fault</b> According to the new QRH update, the CDS FAULT is a NOGO at all times. Therefore, delete "Prior to the first engine start"</p>
13-sep-08	●	●	●	●	●	<p><b>15 Warning Horn</b> cancel/delete update of 13-oct-06</p>
13-sep-08				●	●	<p><b>7 Aborted Engine Start</b> Starter Duty Cycles are those for (CL). Replace by duty cycle for (IN) as per FCOM NP 21.x</p>
22-sep-08	●	●	●	●	●	<p><b>14 Landing Gear Unsafe</b> add "Gear Selector Valve failure" to paragraph "LANDING GEAR DOES NOT RETRACT" as an additional possible cause</p>
30-oct-08	●	●				<p><b>9 Feel Differential Pressure</b> add "after 30 seconds" to logic gate after "&gt; 25%"</p>
02-nov-08	●	●	●	●	●	<p><b>1 Door Annunciator</b> delete paragraph "13000 feet" - new NNC has been modified</p>
14-nov-08	●	●	●	●	●	<p><b>7 Loss of thrust on both Engines</b> replace "EGT increase may be very slow" by "N2 increase may ...."</p>
20-nov-08	●	●	●	●	●	<p><b>7 Engine Fire</b> Replaced "Engine Fire Warning Switch" by "Engine Fire Switch" throughout complete MRG due to renaming by Boeing</p>
03-dec-08		●	●	●		<p><b>6 Electrical Power Source</b> replace "(600-700)" by "(300-500)" for item Air Condition Mix Valve Pos Ind</p>
10-dec-08	●	●	●	●	●	<p><b>13 Manual Reversion</b> In table under "ATC" delete "(except if alternate nose wheel steering is installed)". Nose wheel steering is inoperative.</p>

08-jan-09	●	●				<b>7 EEC ALTERNATE MODE</b> Delete requirement to "first" accomplishing the DSPLY SOURCE NNC. According to new QRH, this checklist can also be done afterwards.
09-jan-09	●					<b>6 TR Unit</b> 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	●	●				<b>6 Electrical Power Schematic (NG)</b> remove one-way arrow between 28v dc Hot Bat Bus and 28v dc Gnd Svce DC Bus
10-jan-09		●	●	●	●	<b>6 Electrical Power Schematic (CL) (IN)</b> remove both one-way arrows between 28v dc Hot Bat Bus and 28v dc Bat Bus
10-jan-09	●	●				<b>6 TR Unit</b> in table under section Fuel, delete "Fuel pump DC control INOP (one in each tank)"
10-jan-09						<b>6 TR Unit</b> 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	●	●				<b>2 Equipment Cooling OFF</b> delete paragraph "(Cargo)..." label paragraph "(Cargo)..." with "(CL)" - is not valid for NG
10-jan-09	●	●	●	●	●	<b>6 CSD Low Oil Pressure</b> replace "BUS / SOURCE OFF" by "BUS OFF"
10-jan-09	●					<b>6 DRIVE</b> replace "BUS / SOURCE OFF" by "SOURCE OFF"
13-jan-09	●	●				<b>7 APU</b> in section MANUAL SHUTDOWN replace "40 seconds" by "30 seconds" for the inlet door on NG
15-jan-09		●	●	●	●	<b>6 CSD High Oil Temperature</b> replace "between 0 and 5 amps" by "between 0 and 5 volt"
17-jan-09	●	●				<b>3 Probe Heat</b> 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	●	●				<b>7 Engine Start Problems</b> 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	●	●				<b>7 Engine Ignition Inoperative</b> After "15 seconds... ILDE detent" insert ", or 20 seconds if the OAT is below 2 °C / 36 °F"
22-jan-09		●	●	●	●	<b>9 Rudder Pressure Reducer</b> replace CB "None" by CB "P6-2C (Rudder Load Limiter)"
22-jan-09	●	●	●	●	●	<b>9 Standby Rudder ON</b> replace CB "None" by CB "P6-2C (FFM)" on CL and "P6-2D (FFM)" on NG
25-jan-09	●	●	●	●	●	<b>11 FMC Fail</b> 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	●	●	●	●	●	<b>9 Trailing Edge Flaps UP Landing</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	●	●	●	●	●	<b>13 Loss of System B</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	●	●	●	●	●	<b>13 Manual Reversion</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)
26-jan-09	●	●	●	●	<b>13 Loss of System B</b> in logic gate for PTU, replace "Alternate Flaps Control Switch" by "Alternate Flaps Position Switch"
28-jan-09	●	●	●	●	<b>13 Hydraulic System Low Quantity</b> 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	●		●	●	<b>1 Flight Crew Oxygen</b> 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	●	●	●	●	<b>1 Passenger Oxygen System</b> replace "FAR 135.89" by "FAR 121.574"
29-jan-09	●	●	●	●	<b>1 Window Damage</b> delete "12,000 ft"; both JAR and FAR are 10,000 ft
29-jan-09	●	●	●	●	<b>2 Emergency Descent</b> delete "12,500 ft"; both JAR and FAR are 10,000 ft
30-jan-09	●				<b>2 Air-conditioning &amp; Pressurization</b> delete paragraph TURBOFAN mark paragraph TURBOFAN with "(CL)"
30-jan-09	●	●			<b>2 Ram Door Full Open</b> delete last alinea about Turbofan and delete TURBOFAN and LOUVRES from drawing mark last alinea about Turbofan with "(CL)". Same for TURBOFAN and LOUVRES in drawing
02-feb-09	●	●			<b>1 Door Annunciator</b> 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"
05-feb-09	●	●	●	●	<b>7 Engine In-flight Start</b>  delete phrase with "NNC [Aborted Engine Start]" - is for ground starts only
08-feb-09	●	●	●	●	<b>2 Bleed Trip Off</b> replace "to avoid duct temperature" by "to avoid duct pressure"
08-feb-09		●	●	●	<b>7 Engine Indicating (CL)</b> replace AVM-VIB indication "MAIN BUS 1/2" by "TFR BUS 1/2"
08-feb-09		●	●	●	<b>6 TR Unit</b> 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"
08-feb-09		●	●	●	<b>6 Transfer Bus Failure (CL)</b> 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"

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

13-jan-10	●	●				in paragraph "After one engine is recovered" add "Press the TRIP RESET button to restore pressurization"
14-jan-10		●	●	●	●	<b>9 Speedbrake Do Not Arm</b> replace "350 feet" by "900 feet (800) - 1,100 feet (800SFP) - 1,500 feet (900ER)"
30-jan-10	●	●	●	●	●	<b>1 Air Stair Inoperative</b> replace "45 kts" by "40 kts"
08-feb-10	●	●	●	●	●	<b>10 Flight Recorder OFF</b> in paragraph 'On GND' add "Not required for JAR - Required for FAR as described below"
20-feb-10	●	●				<b>7 Engine Failure Diagnosis</b> in frame "N1 or N2 zero RPM" add "or <b>airframe</b> vibrations"
22-feb-10	●	●	●	●	●	<b>10 Display Source</b> add "Below FL220" to paragraph starting with "Failure of a DEU..."
24-feb-10	●	●	●	●	●	<b>13 Loss of System B</b> replace "the time required to extend the landing gear" by "the time required to extend the flaps"
02-mar-10			●	●		<b>7 Aborted Engine Start</b> replace "N1 RPM" by "N2 RPM" is definition "max motoring"
07-mar-10		●	●	●	●	<b>2 Auto Fail (DCPCS)</b> delete the paragraph "Each pressure controller receives air data from both ADIRUs ..." - this applies to (NG)
11-mar-10	●	●	●	●		<b>9 Uncommanded Rudder / Yaw Or Roll</b> Boeing has renamed this checklist into "Uncommanded Roll"
11-mar-10	●	●	●	●	●	<b>2 Zone Temp</b> Move phrase "Accomplish the procedure (M) prior to GO" to lower section "w/o Recall"
11-mar-10	●	●	●	●	●	<b>3 Window Overheat</b> In the panel drawing, swap "Loss of electrical power" with "Window has overheated". Move (*1) and (*2) to "overheated".
12-mar-10	●	●				<b>2 Equipment cooling OFF</b> Note about live animal only applies to (CL)
12-mar-10	●	●	●	●		<b>1 Toilet Flush Malfunction (NG)</b> replace "3 seconds - 7.6 cm" by "3 inches - 7.6 cm"
14-mar-10		●	●	●		<b>2 Auto Fail (DCPCS)</b> Replace "ALTN" by "MAN" in phrase "Some AUTO FAIL faults are ... to ALTN and back to AUTO."
14-mar-10		●	●	●	●	<b>6 Battery</b> Main Battery ; replace "optional 60 min" by "optional 45 min" for (CL)
15-mar-10		●				<b>6 Bus OFF</b> In table [Generator 2 Failure - Anti Ice] replace "F/O becomes PF" by "Captain becomes PF"
16-mar-10		●				<b>6 Standby Power OFF</b> 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	●	●				<b>6 TR Unit</b> 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	●	●				<b>7 APU EGT Indication Inoperative</b> MEL item not applicable on (NG) Allied Signal APU
18-mar-10			●	●		<b>7 APU OVERSPEED</b> logic gate must read "APU RPM > 106%" for (NG) Allied Signal
25-mar-10	●	●				<b>13 Hydraulic System Low Quantity</b> (IN) where it says "5% to FULL EXT" it should read system A (twice)
						<b>14 Landing Gear Lever will not move Up after Takeoff</b> 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	●	●				<b>6 Loss of both Engine Driven Generators</b> in table section "Engines, APU" ; engine parameters are displayed compact on UDU only
26-mar-10		●	●	●	●	<b>7 APU</b> in table section "Hydraulics" ; (optional) indications on UDU, not on LDU In table replace "650 °C" by "710 °C (*3)" and add under table "(*3) 650 °C is recommended to extend APU service life"

May 2010						Update published for all editions
<b>Edition 2010</b>	●	●	●	●	●	The MRG is celebrating its <b>fifth</b> (commercial) <b>anniversary</b> with over 10,000 copies sold. The 2010 MRG livery design comes with a new élan.
03-may-10	●	●				<b>9 Speed Trim Fail</b> (NG) replace "to CONT or FLT (or GRD)" by "to CONT (or GRD)"
26-may-10	●	●				<b>6 Electrical Power Schematic</b> Relay K5 should not be connected to 28V DC BUS 1 but to the black dot just above the DC bus
16-jun-10	●	●	●	●	●	<b>12 Fuel Imbalance Diagnosis</b> In logic gate (first page) replace "FF and EGT not equal" by "EGT not equal" (with minor imbalance)
30-jul-10	●					<b>14 Landing Gear will not move UP after takeoff</b> In tabel, section Communications - Flight Recorder, following text is missing "Allows erasure of tape with parking brakes set"
27-oct-10	●	●				<b>1 Mid Exit Door (900ER)</b> Replace "TLA < 53°" by "TLA > 53°" in upper logic gate
27-oct-10	●	●				<b>1 Overwing Door (NG)</b> Replace "TLA < 53°" by "TLA > 53°" in upper logic gate
28-mar-11	●	●	●	●	●	<b>II Non-ILS Approach</b> delete paragraph "Single Engine - speed 150 kts" replace "400 feet" by "300 feet (TERPS) - 400 feet (PANS-OPS)"
28-mar-11			●	●	●	<b>6 BUS OFF</b> In table "GEN BUS 2 FAILURE" replace "right center fuel tank" by "left.."
28-mar-11	●	●				<b>6 Transfer Bus OFF (NG)</b> In table, where it says "Select Engine 1/2 EEC to ALTN", replace by "Select both engines EEC to ALTN, one at a time". Do replacement 2 times
28-mar-11		●	●	●		<b>6 Electrical Power Source (CL)</b> Move EGT on (EIS) aircraft from Battery Bus to DC Standby Bus Delete Alpha Vane from Main Bus 1 and 2, the alpha vane is (already) on the Transfer Bus 1 and 2
28-mar-11		●	●	●		<b>7 Engine Indicating (CL)</b> For EGT (EIS) replace "Battery Bus" by "DC Standby Bus"
28-mar-11	●	●				<b>7 Oil Filter Bypass</b> For NG, replace "green band" by "white range"
28-mar-11	●	●				<b>7 Engine Failure</b> In logic gate replace "< 50%" by "< 50% or 5% below idle (software update as installed)"
28-mar-11			●	●	●	<b>7 Engine Start Problems</b> in last section "ENGINE No2 DOES NOT START" swap No 2 with No 1
28-mar-11		●				<b>9 Leading Edge Flaps Transit</b> on panel, swap power source label "DC Bus 1+2" with "DC Bus 1". So (CL) is 1 and (NG) is 1+2
28-mar-11	●	●				<b>12 Fuel Pump Low Pressure</b> replace "5 seconds" by "15 seconds" for the auto shutoff system (NG)
28-mar-11	●	●	●	●	●	<b>12 Refueling - Defueling</b> Paragraph DEFUELING says prohibited with passengers on board, however this is allowed according to Boeing, if a minimum of 907 kg / 2000 lbs is kept in the respective tank.
28-mar-11						<b>14 Auto Brake Disarm</b>

	●	●				In logic gate "AUTO BRAKES ARMED" replace "Both Air/Gnd Relay in Gnd Mode > 3s" by "Either Air/Gnd Relay in Gnd Mode < 3s" (less than)
	●	●				In logic gate "AUTO BRAKES ARMED" add for NG "Rudder Pedal Pressure < 750 PSI"
	●	●	●	●	●	In logic gate "AUTO BRAKES ARMED" replace "Speed Brake Lever ARMED" by "Speed Brake Lever must be DOWN when..."
	●	●	●	●	●	In logic gate "AUTO BRAKES ACTIVATE" delete "Speed Brake Lever ARMED"
16-apr-11	●	●				<b>7 Engine Indicating</b> (NG) replace "to CONT or FLT (or GRD)" by "to CONT (or GRD)"
16-apr-11	●	●				<b>7 EEC</b> (NG) replace "to CONT or FLT (or GRD)" by "to CONT (or GRD)"
21-may-11	●	●	●	●	●	<b>7 Engine Start Problems</b> in paragraph "APU failure during second engine start" replace "start Engine No 2" on third bullet by "start Engine No 1"
27-may-11	●	●				<b>6 Transfer Bus OFF (NG)</b> delete "however without asymmetry protection which is based on the pointers of the INOP indicator. Extend TE flaps step by step and monitor control wheel for any roll." for (NG) - asymmetry protection is guaranteed by FSEU, FSEU is still powered
27-may-11	●	●	●	●		<b>2 Zone Temp</b> delete "You can dispatch the flight with the left Pack inoperative as per MEL 21-01 [Air Conditioning Packs]."
27-may-11	●	●	●	●		<b>2 Duct Pressure indication Low / High / Split</b> replace "altitude / 100" by "altitude / 1000" or "FL / 10"
27-may-11	●	●	●	●		<b>13 Hydraulic Pump Does Not Engage / Disengage</b> delete all references to MEL, all pump failures are NOGO
27-may-11	●	●	●	●		<b>13 Hydraulic Pump Overheat</b> delete reference to MEL 29-02 and MEL 29-10
27-may-11	●	●	●	●		<b>13 Hydraulic Pump Low Pressure</b> delete reference to MEL 29-02 and MEL 29-10
02-jul-11	●	●	●	●	●	<b>12 Fuel Imbalance Diagnosis</b> case "Fuel leak in Main Tank" is confirmed : you can keep the crossfeed open and run both engines from a single main tank, or center tank.
02-jul-11	●	●	●	●	●	<b>1 Entry Door or Service Door</b> replace "65 kts" by "60 kts"
02-jul-11				●	●	<b>13 Hydraulic System</b> in hydraulic scheme for 737-200, connect Autopilot to system B (green color) instead of system A (red color)
02-jul-11				●	●	<b>8 Engine Fire</b> Bottle pressure values in the table are for 737-classic. For 737-1/200
02-jul-11	●	●	●	●	●	<b>IV Rules of Thumb</b> in rule 6, replace "35 / 8 = 7" by "35 / 8 = 4.3" - ooeeps
02-jul-11		●	●	●		<b>15 Stall Warning</b> for (CL) swap circuit breakers : Captain is P18-2D, FO is P6-1A
08-jul-11	●	●				<b>6 Loss of both engine driven generators</b> in table for flight controls, replace "which is based on the pointers of the INOP indicator" by "due to FSEU power loss" for (NG)

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