BOEING

The FAA Has Certified the 737 MAX Is Safe to Fly

How the Initial Software Design Worked

1 — **2** — **3** — **4** → **5**

1 All commercial jetliners must have **smooth handling characteristics** in all flight conditions.

2 To achieve this on the 737 MAX, Boeing introduced a new **flight control software** feature called MCAS.

3 The software relied on input from a **single sensor** to monitor the angle of the airplane in flight.
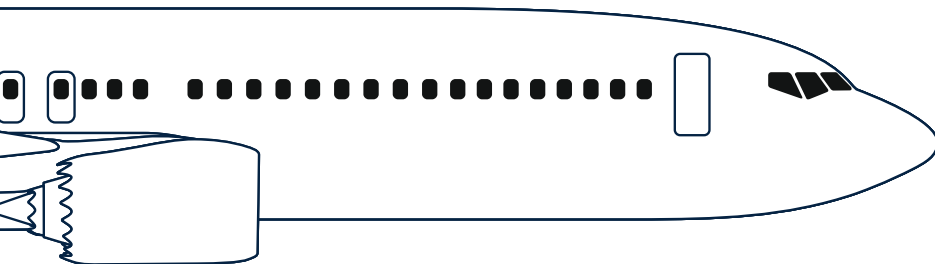
4 In two accidents, the sensor gave **incorrect information** to the software.

5 The software **activated repeatedly** because of the incorrect information.

Enhancements and Increased Scrutiny Led to Return to Service

"**I am 100% confident in the actions that we have taken, the design changes that have been put in place with the 737 MAX. I would put my own family on it.**"

Steve Dickson
U.S. FAA Administrator

Updated
MCAS now compares input from **two sensors** before activating. MCAS **will not** activate if the sensors disagree.

Controlled
MCAS will only activate **once**, and pilots can always **counter** MCAS by pulling on the control column.

Tested
More than 4,400 hours of **testing** included more than 1,350 **flights**.

Trained
Every pilot will complete **additional training** with enhanced information and procedures before flying the 737 MAX.

Verified
Boeing **met all requirements** and the FAA has **verified the airplane is safe** and **ready to return** to commercial service.

For more information visit: boeing.com/737MAXUpdates