

737NG/MAX Significant Event Report

Date	ATA	Airplane Type	Hours/Cycles	Priority	Significant Event	Action
APR-2024	5300	737-800	35419/17216	ATB	<p>Unusual Airframe Vibration:</p> <p>An air turn back (ATB) was performed due to unusual vibration in the airframe during flight.</p>	Investigation found no anomalies with the airplane but did identify the Electric Ground Power Receptacle (EGPR) door was ajar and likely the cause of the vibration. Proper closeout procedure and inspection completed.
APR-2024	3200	737-8	973/291	ATB	<p>Landing Gear Remained Extended During Takeoff:</p> <p>An air turn back (ATB) was performed after the landing gears were unable to retract after take off.</p>	Upon inspection, maintenance found landing gear pins were installed. The gear pins were removed and the airplane returned to service.
APR-2024	2841	737-800	47679/28131	DIV	<p>Fuel Imbalance Between Tanks 1 and 2:</p> <p>Diversion performed after the Flight Crew observed a fuel imbalance between the #1 and #2 fuel tanks after 20 minutes of flights. No external leaks or consumption irregularities were identified in flight or while on-ground.</p>	Upon investigation, the cross-feed valve was not secured in open position. Proper closeout procedure and inspection completed.
MAY-2024	2800	737-800	17006/10005	PDA	<p>APU Fuel Line Shroud Drain Mast Missing:</p> <p>An operator of a 737-800 airplane has reported the APU Drain Mast, P/N 346A2801-5, was found to be missing upon arrival at a destination airport. The drain mast appeared to be severed at the baseplate with no notable evidence of external damage.</p>	<p>Replaced APU Drain Mast and associated components.</p> <p>Ref: 737NG-FTD-28-12002</p>
MAY-2024	7233	737-8	10996/5841	IFSD	<p>Oil Bypass Engine No. 2 During Descent:</p> <p>An operator of a 737-8 airplane has reported a commanded in-flight shutdown (IFSD) of the no. 2 Engine after the Flight Crew observed an Oil Bypass annunciation during descent into its destination airport. An uneventful, single-engine approach and landing was performed.</p>	On-ground inspection found metal particles on the Oil Debris Monitoring System (ODMS) sensor as well as on the AGB and TGB scavenge screens. The source of the debris was not disclosed.
MAY-2024	2150	737-8	2378/1416	DIV	<p>Cabin Depressurization due to Dual Pack Failure:</p> <p>A 737-8 operator reported a diversion due to Dual Pack Failure: first, the Right Pack Light illuminated then the Left Pack Light illuminated 15-20 seconds later.</p>	<p>RH and LH Heat exchangers replaced as per AMM procedure and removed heat exchangers were planned for cleaning as per CMM procedure.</p> <p>Ref: MOM-MOM-23-0905</p>

737NG/MAX Significant Event Report

Date	ATA	Airplane Type	Hours/Cycles	Priority	Significant Event	Action
MAY-2024	2156	737-8	5939/ 3622	ATB	<p>Dual Pack Shutdown:</p> <p>An operator of a 737-8 airplane has reported an air turnback (ATB) performed after the Flight Crew received indication of a dual ECS Pack shutdown in flight. No decompression or other resultant condition was noted and the airplane landed at the departure airport uneventfully.</p>	<p>Boeing recommended to perform heat exchanger cleaning per AMM.</p> <p>Ref: MOM-MOM-23-0905</p>
MAY-2024	7100	737-800	38007/ 17706	IFSD/ DIV	<p>Engine No. 2 Commanded In-Flight Shut Down:</p> <p>An operator of a 737-800 airplane has reported a diversion performed after the airplane experienced an engine anomaly during climb at FL270. The Flight Crew reported a loud bang, EGT exceedance, and ENG No. 2 Fail message and elected to shut the afflicted engine down and declared an emergency. The Flight Crew did note a wind shear during takeoff and climb out which required full power to be applied. An uneventful, single-engine landing was performed at an alternate airport.</p>	<p>On-ground initial inspection found turbine blade particles and debris in the tail pipe of the afflicted engine as well as visible damage to the turbine. Engine removed and replaced.</p>
MAY-2024	2130	737-8	14938/ 6918	ATB	<p>Landing Gear Unable to Retract After Takeoff:</p> <p>Air turnback (ATB) performed during cruise due to cabin pressurization failure. The AUTO FAIL light on the P5-6 overhead panel remain illuminated after ALTN Mode was selected, and cabin pressure had to be controlled manually. Packs and bleeds operated normally. All masks were auto deployed. Airplane landed without incident.</p>	<p>The P5-6 Overhead panel was removed and replaced per AMM.</p>

737NG/MAX Significant Event Report

Date	ATA	Airplane Type	Hours/Cycles	Priority	Significant Event	Action
JUNE-2024	3421	737-8	702\261	RTO	<p>Indicated Airspeed (IAS) Disagree during Takeoff Roll:</p> <p>An operator performed a rejected takeoff (RTO) after the Flight Crew observed an indicated airspeed (IAS) disagree during takeoff roll. The Flight Crew reported that during takeoff roll at approximately 80 knots the autothrottle disconnected followed by the FMC message "TAKEOFF SPEEDS DELETED". Shortly after the message IAS DISAGREE appeared. Flight Crew recall the Captain's display was at 110-120 knots and the First Officers display showed ~90 knots. Flight Crew rejected takeoff and stopped fairly quickly noting smoke from brakes but no fire. Aircraft returned to stand and parked.</p>	<p>Maintenance performed a pitot-static system flush, which includes sensor inspections and leak checks and airplane returned to service.</p>
JUNE-2024	3411	737-800	25936/17351	ATB	<p>Altitude and Airspeed Erroneous Display on Both Sides:</p> <p>An operator of a 737-800 airplane has reported an air turnback (ATB) was performed after both Captain and First Officer displays showed an airspeed of 45 knots and altitude of -270 feet after takeoff. The airplane made an uneventful landing at the departure airport.</p>	<p>On-ground investigation determined that both the left and right static lines were not connected to their respective ADMs. Connections were re-established and full functionality restored.</p>
JUNE-2024	3421	737-800	22025/61549	ATB	<p>Airspeed Indications Unreliable:</p> <p>An operator of a 737-800 airplane has reported an air turnback (ATB) performed after the Flight Crew observed both the First Officer and Standby Airspeed indications to be unreliable. The airplane returned to the departure airport where an uneventful landing was accomplished.</p>	<p>Maintenance replaced an Air Data Module (ADM) in the F/O pitot position as precautionary. Bugs were found in the F/O and standby (Aux) pitot probes and were blown out.</p>
JUNE-2024	3421	737-8	N/A	DIV	<p>Indicated Airspeed (IAS) Disagree During Descent:</p> <p>An operator of a 737-8 airplane has reported an indicated airspeed (IAS) disagree observed during descent at FL230. The Flight Crew observed a 40 knot difference between the Captain and First Officer displays, determined the Captain's display was erroneous, and elected to divert (DIV) to an alternate airport. The Flight Crew reported weather encountered during descent.</p>	<p>On-ground inspection identified no faults and the Captain's Pitot Probe was replaced as a precaution.</p>