

**737NG/MAX Significant Event Report**

Date	ATA	Airplane Type	Hours/Cycles	Priority	Significant Event	Action
JUL-2024	7300	737-700	58541/34964	RTO	<p>High Speed Rejected Take Off (RTO) No. 1 Engine Not Reaching Take Off Power:</p> <p>The crew of a 737-700 performed an RTO between 100 and 120 knots due to the #1 Engine not reaching Takeoff (T/O) Power. During T/O, the crew noticed #1 Engine not making T/O Power. The A/C returned to the gate with no issues. The A/C was moved to the Hangar for Troubleshooting and repair.</p>	<p>The Fuel Pump Impeller was Inspected in accordance with AMM, the Fuel Pump Shaft was found sheared. Maintenance removed and replaced the Fuel Pump IAW AMM and the airplane was released to service.</p>
JUL-2024	7100	737-8	5561/2005	IFSD/ATB	<p>Engine No. 2 Fail During Climb:</p> <p>An operator of a 737-8 airplane has reported an air turnback (ATB) performed shortly after takeoff due to a failure of the No.2 Engine. The Flight Crew observed an uncommanded shutdown at around 15,000 feet accompanied by a loud noise and immediate spool-down/flame out of the engine.</p>	<p>On-ground inspection identified evidence of failure of the High-Pressure Turbine (HPT). Engine replaced.</p>
JUL-2024	2127	737-900ER	32370/11798	ATB	<p>Depressurized at 32,000 Feet:</p> <p>An operator of a 737-900ER reported an air turn back after the aircraft depressurized at FL 320. Cabin pressure control was switched to manual mode but was unable to maintain cabin pressure. Oxygen mask deployed and the aircraft landed without further incident.</p>	<p>Upon landing, the appropriate troubleshooting was performed and it was determined that the electrical equipment cooling overboard exhaust valve did not close per operational test. Equipment cooling overboard exhaust valve removed and replaced.</p>
JUL-2024	7900	737-8	9763/3693	DIV/IFSD	<p>Low Oil Pressure Indication on Engine No. 1:</p> <p>An operator of a 737-8 airplane has reported a diversion (DIV) and commanded in-flight shutdown (IFSD) due to Engine No.1 low oil pressure indication. The Flight Crew followed the non-normal checklist and accomplished a successful re-light with oil pressure indication returning to normal. All other engine indications were within limits.</p>	<p>Maintenance carried out troubleshooting as per FIM and per CFM instruction. Wiring check carried out and found oil pressure sensor failed resistance check. Sensor removed and replaced.</p>

**737NG/MAX Significant Event Report**

Date	ATA	Airplane Type	Hours/Cycles	Priority	Significant Event	Action
JUL-2024	7100	737-800	14482/7065	ATB	<p>Engine Oil Pressure and Quantity Zero:</p> <p>An operator of a 737-800 airplane has reported the engine oil pressure zero and engine oil qty zero indication. The crew performed an air turn back (ATB) and returned to the departure airfield where an uneventful landing was performed.</p>	<p>On-ground investigation found contamination in Chip Detector. Engine changed as the oil pressure was less than 13 psid for longer than allowable time limit.</p>
JUL-2024	7100	737-800	33902/16266	DIV/IFSD	<p>Engine No. 2 Auto Shutdown During Climb:</p> <p>An operator of a 737-800 airplane has reported a diversion due to Engine #2 Auto Shutdown (IFSD) during climb. Crew declared emergency and the airplane performed an uneventful landing.</p>	<p>Maintenance confirmed debris in the tail pipe and turbine blade failure was confirmed. An unscheduled engine change was required.</p>
AUG-2024	2150	737-800	28140/19389	PDA	<p>PDA - ECS Pack Bypass Check Valve Door:</p> <p>An operator of a 737-800 airplane has reported a part departing airplane (PDA) discovered after the Flight Crew reported a Pack Light On during operation and investigation revealed the ECS Pack Fan Bypass Check Valve Door was missing.</p>	<p>The door was found on the runway with the hinge pin missing and retention rivet fractured.</p> <p>Ref: 737NG-FTD-21-04004</p>
AUG-2024	2751	737-800	44913/16875	ATB	<p>LE Flap Transit Light Illuminated After Takeoff:</p> <p>An operator of a 737-800 airplane has reported after takeoff flap retraction LE flaps transit light illuminated and the overhead pane leading edge Flap #4 amber light on. Crew ran QRH for LE flap transit, declared an emergency, and made an uneventful landing.</p>	<p>Found right wing #4 Kruger Flap bell crank bolt missing. Replaced bolt. Operation checks good.</p>

**737NG/MAX Significant Event Report**

Date	ATA	Airplane Type	Hours/Cycles	Priority	Significant Event	Action
AUG-2024	7321	737-800	27980/16184	DIV	<p>No. 2 Engine EGT Exceedance on Takeoff:</p> <p>An operator of a 737-800 airplane has reported a diversion due to #2 Engine EGT exceedance on takeoff. Airplane landed safely.</p>	<p>The #2 Engine J10 Harness was determined to be unserviceable and was removed and replaced IAW AMM.</p>
AUG-2024	3600	737-800	48534/27295	DIV	<p>Left Bleed Pressure Zero after Takeoff:</p> <p>An operator of a 737-800 airplane has reported a diversion (DIV) performed after the Flight Crew observed the Left Pack bleed pressure to be zero after takeoff. The airplane made an uneventful landing at an alternate airport and no specific ill effects were noted during the event.</p>	<p>On-ground investigation resulted in the replacement of the left PRSOV Seal, High-Stage Regulator, and Bleed Air Regulator and also noted a cracked bracket which was replaced.</p>
AUG-2024	3234	737-8	11264/4225	ATB	<p>Landing Gear Did Not Retract When Commanded on Takeoff:</p> <p>An operator of a 737-8 reported the landing gear would not retract on takeoff when commanded. The flight crew selected the landing gear lever 'UP' and received a red light indication warning regarding its position. After troubleshooting, the flight crew declared an emergency and performed air turn back (ATB).</p>	<p>Maintenance inspected the manual extension system and replaced manual extension access door switch per AMM requirements.</p>
SEP-2024	3411	737-800	61700/22265	ATB	<p>ATB - Indicated Airspeed (IAS) Disagree:</p> <p>An operator of a 737-800 airplane has reported an air turnback which occurred after the Flight Crew experienced an indicated airspeed (IAS) disagree with the Captain's side found to be 15 knots discrepant. The Flight Crew did not declare an emergency and elected to return to the departure airport where an uneventful, non-overweight landing was performed.</p>	<p>On-ground investigation found foreign object debris (FOD) in the Captain's pitot tube with no other discrepancy.</p>

**737NG/MAX Significant Event Report**

Date	ATA	Airplane Type	Hours/Cycles	Priority	Significant Event	Action
SEP-2024	3512	737-700	75078/27012	DIV	<p>Diversion Crew Oxygen System Depleted to Zero PSI:</p> <p>A 737-700 performed diversion due to crew oxygen system depleted to zero PSI. During post flight troubleshooting the first observer mask was found leaking at the regulator and it was in the test position.</p>	Mask and crew oxygen cylinder were removed and replaced per AMM.
SEP-2024	7251	737-800	27680/16690	IFSD/ATB	<p>Right Engine Failure After Takeoff:</p> <p>An operator of a 737-800 airplane has reported an air turnback (ATB) following an engine failure and manual shutdown of the right Engine shortly after takeoff. The Flight Crew reported that at approximately 300-500 feet a noise was heard coming from the right Engine with parameters of the engine decreasing and "ENG FAIL" message. The Flight Crew elected to shut down the affected engine and return to the departure airport where an uneventful single-engine landing was performed.</p>	On-ground investigation found a High-Pressure Turbine (HPT) blade fractured. Engine replaced.