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CFM56-3C-1 high-bypass turbofan engines. Modifications to the landing gear to incorporate the larger engines was required. The 'Classics' were larger, quieter and more economical, and also featured EFIS CRT avionics, replacing conventional instrumentation. In 1998, Boeing again heavily revised the 737, with the 600, 700, 800 and 900 ...

X-Plane 11

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737-500 and 737-600 and 737-700 models, the model designator will show 737-400 – 737-700. If information is applicable to models that are not consecutively numbered, a

737 NG Flight Crew Training Manual

737 flight simulator

737 flight simulator

One of the advantages of the 737 NG over the 737 Classic is that Boeing allow for intermediate base C checks before the D check to reduce the time, work and expense required at the D check. Operators that have a maintenance programme with a P48 check can have a base check interval of eight phases (hence the name P8), where one phase = 500FH, and so have six base checks in the base maintenance ...

737 Heavy Maintenance—The Boeing 737 Technical Site

A flight control manual reversion check2was being conducted as part of a post-maintenance check flight. During the check, the aircraft pitched rapidly nose-down, descending approximately 9,000 ft...

SERIOUS INCIDENT

The CFM56-7B is the exclusive engine for the Boeing Next-Generation single-aisle airliner. In total, over 8,000 CFM56-7B engines are in service on 737 aircraft, making it the most popular engine-aircraft combination in commercial aviation. The engine's broad-based market acceptance has been because of its simple, rugged architecture, which gives it the highest reliability, durability and ...

CFM56 – CFM International Jet Engines CFM International

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