
Air regulators conclude meeting without return date for 737 MAX

 World (<https://lesactualites.news/category/monde/>) |  March 8, 2025(<https://lesactualites.news/2025/03/08/>) |  No Comments(<https://lesactualites.news/monde/les-regulateurs-de-l-air-concluent-la-reunion-sans-date-de-retour-pour-737-max/#respond>)

Fort Worth (United States) (-) – The meeting of global aviation authorities on Boeing 737 Max ended Thursday in Texas with no date set for the return to the skies of the American manufacturer's top plane, held on the ground for more than 70 days.

“The only timeline is to make sure the plane is safe to fly,” said acting head of the US Federal Aviation Agency (FAA), Dan Elwell. The “dialogue” will continue, especially the exchange of information between regulators, he added.

The temporary flight ban was imposed after two recent crashes in similar conditions left a total of 346 dead.

On Wednesday, Elwell said Boeing had yet to formally introduce the update to the MCAS stabilization system, the failure of which has been cited as the cause of the crashes of Ethiopian Airlines on March 10 and Lion Air on October 29 in Indonesia.

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The United States and a number of countries differ with Canada at this point. The former considers that computer training or iPad is sufficient for expert drivers. However, Ottawa wants to force training in a flight simulator.

Nearly 60 representatives from 33 countries flying the 737 Max took part in the nearly eight-hour, closed-door meeting. China, the first country to ban the plane, was there in the midst of a trade war with the United States.

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"There has been no criticism," Elwell said, despite the fact that the credibility of the agency he heads, which was the last to ground the 737 Max, has been questioned.

"The discussion was frank," he added, assuring that his teammates had asked "many questions" and wanted "clarifications" on the American procedures.

However, he acknowledged that the revocation of the ban on the Max 737 flight would be taken independently in each country.

The 1937 maximum parameters also prevailed a system of reciprocity in which other air regulators aligned themselves with the assessments of the original authority, in this case the FAA.

"Each country will make its own decision," Elwell said. "If they could increase the ban shortly after us, I think that would be positive for public confidence," he continued.

- "plusieurs mois" -

"Cela prend beaucoup plus de temps que prévu, peut-être veulent peut-être s'assurer qu'ils le font bien", a déclaré Richard Abouulafia, expert en groupe sarcelle. "Il y a beaucoup de choses en jeu, y compris la première impression des régulateurs mondiaux" lors de l'examen du correctif.

vol et pas plus de la moitié.

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Le nouveau retard de Boeing est dû au fait que la FAA, qui essaie de démontrer son indépendance du groupe américain, a envoyé de nouvelles questions auxquelles vous attendez des réponses, a déclaré Elwell.

“Une fois que nous aurons répondu aux demandes d’informations FAA, nous serons prêts pour le vol de certification et nous présenterons la documentation finale de certification”, a déclaré Boeing via E -mail.

Une fois cette documentation envoyée au régulateur, Boeing doit suivre d’autres phases. La FAA, par exemple, effectuera un test en vol et une analyse exhaustive pour tester la sécurité de l’avion.



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