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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 ...

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[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](#)

[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 JUNE 16TH, 2018 - CFM56 3 ENGINE](#)

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International*

#### Boeing: Maintenance Training

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 ...

#### (PDF) Boeing 737-300/400/500 Aircraft Maintenance Manual ...

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 ...

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