

Continued Airworthiness Notification to the International Community

To: Civil Aviation Authorities

Date: November 6, 2018

From: Federal Aviation Administration
Aircraft Certification Service
System Oversight Division, AIR-800
2200 South 216th Street
Des Moines, WA 98198

Subject: This message is to advise you of the FAA's ongoing activities related to the accident of Lion Air Flight 610 on October 29, 2018.

Situation description: On October 29, 2018, a Boeing Model 737-8 airplane crashed after taking off from Soekarno-Hatta Airport in Jakarta, Indonesia. The airplane, operated by Lion Air, an Indonesian operator, departed Jakarta for Pangkai Pinang, Indonesia, and crashed into the Java Sea about 13 minutes later. Of the 184 passengers and 5 crew members on board, there were no survivors.

Aircraft/engine make, model, and series: Boeing 737-8 and -9 series airplanes

U.S.-registered fleet: 45 airplanes; **Worldwide fleet:** 246 airplanes

Operators: 44 operators worldwide: Aerolineas Argentinas, Aeromexico, Air Canada, Air China, American Airlines, Britannia Airways AB, China Eastern Airlines, China Southern Airlines, COPA Airlines, Corendon Airlines, Ethiopian Airlines, flydubai, Garuda Indonesia, GOL Transportes Aereos Ltda, Hainan Airlines, Icelandair, Jet Airways, Jet Aviation Business Jets, JSC Aircompany SCAT, Kunming Airlines, Lion Air, LOT Polish Airlines, Mauritania Airlines, Meridiana (Italy), Norwegian Air Norway, Norwegian Air Shuttle AS, Norwegian Long Haul AS, Okay Airways Company Limited, Oman Air, Shandong Airlines, Shanghai Airlines, Shenzhen Airlines, SilkAir, Southwest Airlines, SpiceJet, Sunwing Airlines Inc., Thai Lion, Travel Service, TUI Airlines Belgium, Turkish Airlines (THY), United Airlines, WestJet, and Xiamen Airlines.

Ongoing activities: The FAA and the National Transportation Safety Board (NTSB) have been supporting the Indonesian National Transportation Safety Committee (NTSC) in investigating this accident. The accident airplane appears to have experienced anomalies in the angle of attack, airspeed, and altitude indications.

Boeing has released a Flight Crew Operations Manual Bulletin (OMB) to provide procedures for a failure condition resulting from erroneous angle of attack (AOA), during manual flight only.

The FAA is considering issuance of an airworthiness directive to require those Flight Crew OMB procedures.

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