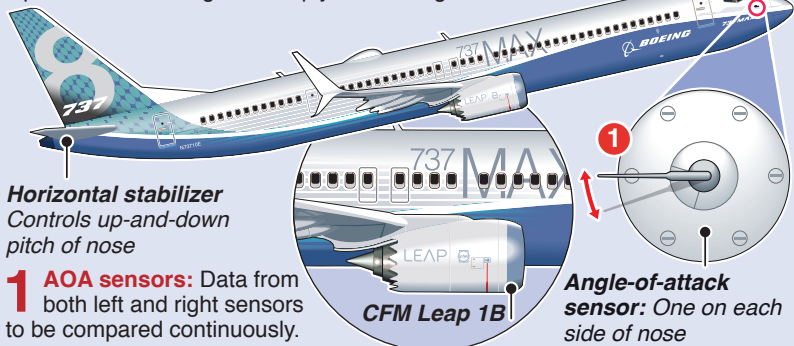


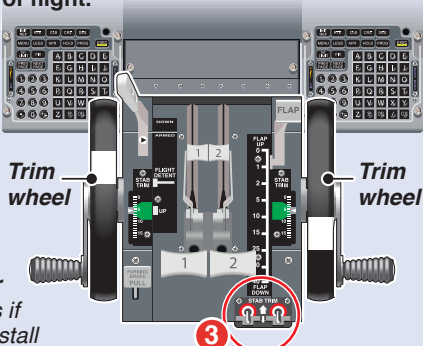
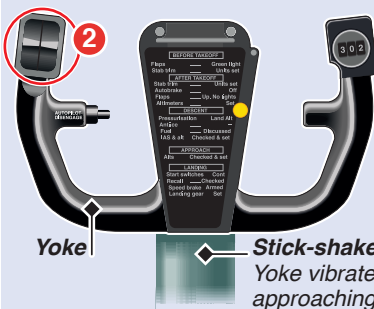
Boeing updates flight-control software

Changes to Boeing's 737 MAX flight-control software prevent the system from activating in case of erroneous data from angle-of-attack (AOA) sensors and give pilots complete nose-down stabilizer command

Manoeuvring Characteristics Augmentation System (MCAS): Previous anti-stall system used data from single angle-of-attack sensor to detect if plane was climbing too steeply and risking stall



AIR FLOW



2 Stabilizer control: Crew can override MCAS using trim switches on yoke. **MCAS will allow only single stabiliser trim for each new AOA data trigger** – previously erroneous nose-down trim could restart 5 seconds after trim switches were released

3 Runaway Stabilizer: Crew can override MCAS by activating stabiliser cut-out switches and using manual trim wheels. **Upgrade stops MCAS from applying more nose-down trim than can be countered by pilot pulling back on yoke**