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FLYING is the safest mode of transport, according to the International Air Transport Association (IATA).But with a number of reported incidents with the Boeing 737, we investigate whether they're safe to fly on and which airlines use the model.1A white Boeing 737 pictured shortly before touching down in Düsseldorf, GermanyCredit: GettyWith one accident in every 1.26million flights, "Flying is the safest mode of transport" according to the IATA."At this level of safety, on average a person would have to travel by air every day for 103,239 years to experience a fatal accident," the industry body added.For the sake of comparison, there were 158 worldwide deaths from aviation accidents in 2022, with more than 65,000 dying on roads in the UK, US and EU in the same year. But there is growing public concern over the safety of Boeing 737 airplanes.In his 2021 book Flying Blind: The 737 Max Tragedy and the Fall of Boeing, Peter Robison wrote: "There were 41 total accidents (including non-fatal ones) in 2018, and 18 of those involved the 737 — more than the number for any other airplane."The Airbus A320 and variants had four — even though the number of planes in service was similar for each model."Boeing 737 Max jets were grounded around the world between March 2019 and November 2020 following two fatal crashes involving the Max 8 model.On October 29, 2018, Lion Air Flight 610 crashed into the Java Sea shortly after take off.All 181 passengers and eight crew on board were killed. And on March 10, 2019, Ethiopian Airlines Flight 302 crashed not long after take off.Dramatic moment terrified passengers leap from flaming plane after THIRD Boeing crash in just two days injures 10Everyone on board died which included eight crew and 149 passengers.Both of these tragedies were attributed in part to the aircrafts' manoeuvring characteristics augmentation system (MCAS) — software designed to improve the planes' stability.Following a lengthy investigation and recertification process, which included making changes to the design and software, the Federal Aviation Administration (FAA), Civil Aviation Authority (CAA) and European Union Aviation Safety Agency (EASA) all deemed Boeing 737 Max jets to be safe to re-enter service.There hasn't been an issue involving the MCAS since, but Boeing has been forced to pause production and delay the delivery Max series aeroplanes due to various production issues.Although there have been issues with other 737 models, thankfully none of these resulted in fatalities.On the morning of May 9, 2024, 78 passengers were forced to flee a burning Boeing 737 Transair flight after it skidded off the runway — the aircraft reportedly experienced a hydraulic issue before the problematic landing at Blaise Diagne Airport, Dakar, Senegal.Later the same day, a United Airlines Boeing 737 with 50 passengers on board was forced into an emergency landing minutes after takeoff.Based on statements from the FAA and Boeing, EASA said it "wasn't aware" of any of its member airlines operating the grounded variation of the Boeing 737 Max 9.EASA said: "In the specific set-up covered by the EAD, a mid-cabin exit is replaced by a plug-in panel."This configuration is typically adopted by airlines flying lower-density operations (with lower passenger capacity) where this additional exit is not required to meet evacuation safety requirements."The 737-9 aircraft operating in Europe do not have this configuration and are therefore not grounded by the EAD and can continue to operate normally."According to Cirium Fleets Analyzer, the following airlines currently have this many Boeing 737 Max 9 planes as part of their fleet:United Airlines: 79Alaska Airlines: 65Copa Airlines: 29Aeromexico: 19Turkish Airlines: 5SCAT: 5Icelandair: 4Lion Air: 3Flydubai: 3Out of 500+ planes, Ryanair's fleet is made up various types of 737, with hundreds more on order.TUI's fleet contains 21 of the 737 Max 8, and 30 of the 737-800.Of Jet2's fleet of 112 aircraft, 99 are 737s.Parts from Boeing's biggest supplier 'RIDDLED with defects' as another whistleblower breaks silence amid crisisBoeing CEO Dave Calhoun addressed the company's employees in January 2024 at a meeting at its factory in Renton, Washington, saying the manufacturer must acknowledge "our mistake".This came after a 737 Max 9's cabin panel blew off during an Alaska Airlines flight earlier in the month.The incident occurred as the jet climbed following takeoff from Portland, Oregon, en route to Ontario, California, on January 5.Mr Calhoun said: "We're going to approach this – number one – acknowledging our mistake."We're going to approach it with one hundred per cent and complete transparency every step of the way."Dozens of Max 9 planes were grounded awaiting inspection following the incident.Boeing followed up by saying: "We continue to be in close contact with our customers and the FAA on the required inspections."As part of the process, we are making updates based on their feedback and requirements."In March 2024, Boeing told CNN: "Every day, more than 80 airlines operate about 5,000 flights with the global fleet of 1,300 737 MAX airplanes, carrying 700,000 passengers to their destinations safely. "The 737 MAX family's in-service reliability is above 99 per cent and consistent with other commercial airplane models."A timeline of Boeing incidentsBOEING has found itself at the centre of increasingly concerning reports in recent months thanks to malfunctions on its planes.April 2018 - Woman dies after being partially sucked out of window on Southwest Airlines Boeing 737 flightOctober 2018 - Boeing 737 MAX 8 Indonesia Lion Air fatal crash leaves 189 deadMarch 2019 - Boeing 737 MAX 8 Ethiopia Airlines fatal crash leaves 157 deadJanuary 2024 - Boeing 747 Delta Airlines plane loses front tyreJanuary 2024 - Boeing Alaska Airlines ripped window leaving gaping hole in the planeMarch 2024 - Wheel falls off Boeing 777 United Airlines plane smashing cars belowMarch 2024 - Boeing 787 LATAM LA800 took a "sudden nose-dive" leaving 50 injuredApril 2024 - Boeing 737 engine cover ripped off mid-airApril 2024 - Wheel falls off and smoke billows from Boeing 737 FlySafair FA212 in South AfricaApril 2024 - Boeing 747 Lufthansa Airlines seen bouncing along the runway in another huge safety blunder.May 2024 - Boeing 767 FedEx plane nosedives on runway due to front landing gear failure It wasn't a great start of the year for aviation safety, with a runway collision at Tokyo's Haneda airport and a door plug blowing out in mid-air from an Alaska Airlines 737 Max 9 making headlines within days of each other, and with four more fatal accidents involving regional and business aircraft in the following weeks. Boeing, the maker of the 737, has been particularly under scrutiny once it emerged that the blowout was due to manufacturing problems, and some travelers are now actively choosing to avoid booking flights on Max 9 aircraft. Understandably, anxiety around flying is hitting a high – but is there any reason for concern? "I don't believe that you should be worried," says Geoffrey Thomas, an aviation safety expert and editor in chief of Airline Ratings, which publishes an annual list of the safest airlines. "Certainly Boeing has had some production problems, which they're working their way through, and it's not a good look. But the bottom line is that there are so many checks in place now that I don't believe anybody should be concerned. "I would certainly not have any hesitation on getting on board a Boeing aircraft." Related article Commercial Passenger Airplane Crashes Fast Facts The 737, Thomas adds, still has a better safety record than the 747. "And nobody would ever hesitate to get on board a 747," he says. "One of the things about aviation, as time goes by, is that manufacturers and airlines learn from their mistakes, and put systems in place to ensure they don't make them again. So statistically, over time, flying gets safer and safer and safer." In a recent analysis, Airline Ratings identified a list of aircraft that can be considered the safest to fly on, having never suffered any accident with fatalities. Among them are the Boeing 787 and 777-300ER, and the Airbus A220, A320neo and A380. The list of the world's safest airlines is topped by Air New Zealand, Qantas, Virgin Australia, Etihad Airways, Qatar Airways, Emirates, All Nippon Airways, Finnair and Cathay Pacific. "Aviation is the safest mode of transportation," says Anthony Brickhouse, a professor of aviation safety at Florida's Embry-Riddle Aeronautical University. "If you look at the numbers, you're more at risk to have an accident driving to the airport than you are flying at 38,000 feet. I tell people, if you make it to your flight, the most hazardous part of your day is actually behind you." Passengers, Brickhouse adds, should pay less attention to exactly what aircraft they're flying on and focus on things they can control, like their personal safety when they get on board. "For example by paying attention during the safety briefing, and being aware of where emergency exits are, or not flying with children on their lap," he says. The US Federal Aviation Administration and the National Transportation Safety Board, Brickhouse notes, are investigating the Max 9 blowout and the fact that the aircraft is back in the air means they have completed whatever inspections were necessary to ensure it is as safe as possible. In the runway collision in Tokyo, a Japan Airlines Airbus A350 struck a Dash 8, a turboprop regional plane operated by the Tokyo Coast Guard, killing five of its six crew. Last year, a series of near-misses in US airports had prompted an investigation by the FAA. "If you have a certain trend that keeps occurring, unless you make pretty significant changes, that trend is unfortunately going to turn into an accident," says Brickhouse. "And I think it's really important that we've been doing what we're doing, looking into all of these close calls in the airport environment, to learn as much as we can so that we can hopefully prevent that disaster that could be lurking. "Unfortunately, with the Japan Airlines accident, we did lose five people on the military aircraft, but everybody made it off of the civilian aircraft. From a safety perspective, we can still learn what went right and what didn't." Following the accident, Japan modified some procedures relating to air traffic control, such as having staff constantly monitor ground radar systems that alert of possible runway collisions. However, this has prompted calls for a significant staff increase, as the measure is believed to put even more strain on the already stretched personnel. The latest safety report from IATA, the trade association of the world's airlines, states that in 2022 there were a total of 39 commercial aviation accidents in the world, with 158 on-board fatalities – equalling one accident every 0.83 million flights. "Accidents are rare in aviation," Willie Walsh, IATA's director general, said in a statement accompanying the report. "There were five fatal accidents among 32.2 million flights in 2022. That tells us that flying is among the safest activities in which a person can engage. But even though the risk of flying is exceptionally low, it is not risk-free. "Careful analysis of the trends that are emerging even at these very high levels of safety is what will make flying even safer. This year's report, for example, tells us that we need to make some special efforts on turboprop operations in Africa and Latin America." IATA says that in the last 10 years, the industry has improved its overall safety performance by 48%. A study by Arnold Barnett, a professor of statistics at the Massachusetts Institute of Technology, focuses exactly on aviation's ever-improving safety record. The study, which is yet to be published, is a follow-up to one he released in 2020, but looks at more recent flight data, until 2022. The main takeaway is that in the period between 2018 and 2022, the worldwide death risk per boarding was one in 13.4 million - that means that if you picked a flight completely at random and just took it, your chance of dying in a plane crash or a terrorist act was about one in 13 million. To put that in context, there's a much higher chance of being killed in a shark attack, or give birth to quadruplets, than die in a plane crash. That's also a significant improvement on the 2008 to 2017 period, where the risk was one in 7.9 million, and a dramatic drop compared to the 1968 to 1977 period, where the risk was one death every 350,000 boardings. "In the past half-century, we're now only about 1/38th as likely to die in a plane accident compared to the levels of the late 1960s and 1970s," Barnett says. However, sharing IATA's concerns, he warns that the world is not homogenous, and there are regions that suffer a higher rate of accidents, particularly developing countries in Asia, Africa and Latin America. "They're down to one death every 2 million boardings right now, which is higher than the world average of one in 13 million," he adds. Conversely, in the countries where the study finds it safest to fly – including Australia, Canada, China, the European Union, Israel, Japan, New Zealand, Norway, Switzerland, the United Kingdom and the United States – the risk drops to one death in around 80 million boardings. "I know people who are afraid to fly and that's a very intense feeling for some of them, but I think that worrying about flying for the risk of death is similar to refusing to go into the supermarket because the ceiling could collapse," Barnett adds. When the risk gets sufficiently close to zero, we should effectively treat it as zero, Barnett says. "I don't think every moment you're walking in the street, you assume death might be imminent because a meteor could suddenly hit you or something. These events are so remote in probability that we simply treat them as impossible. And I think flying, statistically, is in that category." The Boeing 737 is one of the most widely used aircraft in commercial aviation, having served millions of passengers since its debut in the 1960s. Known for its versatility on short- to medium-haul flights, the 737 is considered reliable by airlines worldwide. Previously, in the airline industry, pilots (and even some airline enthusiasts) used to have so much confidence in Boeing that it was sort of an in-joke. The expression "If it's not Boeing, I'm not going," was so widespread that you can still buy a merchandise for the aircraft brand with that slogan on it. In short, Boeing was once considered one of the safest aircraft around, including its 737 model. However, in recent incidents involving the 737 MAX variant, which caused the aircraft to crash due to faulty flight control software, questions about the aircraft's safety have surfaced. Is the Boeing 737 safe? Let's take a closer look at the aircraft's safety features and record. After halting production to go over safety features and quality issues following their string of controversies, as we'll get into below, factory teams in the Renton, Washington turned its focus onto regaining the confidence of consumers. The Boeing 737 has undergone numerous upgrades since its introduction, especially after laying down a renewed commitment to quality. The aircraft features advanced avionics, autopilot systems, and redundant critical systems. With over 10,000 units produced and millions of successful flights logged, the 737 is well-regarded for its reliability in commercial aviation safety. It's not entirely surprising that some might wonder if a Boeing 737 is safe, given some recent controversies that Boeing has faced. Despite the aircraft's solid history, the Boeing 737 faced significant scrutiny after two tragic accidents involving the 737 MAX in 2018 and 2019. These crashes were linked to issues with the Maneuvering Characteristics Augmentation System (MCAS), designed to stabilize the aircraft in certain conditions. For instance, if the aircraft's nose is pitched too high, potentially leading to a stall, the system automatically adjusts the aircraft's angle of attack (AOA) by pushing the nose down. Following events where systems such as these malfunctioned, the 737 MAX was grounded globally until Boeing updated the software and improved pilot training. Since the MAX returned to service in 2020, it has operated safely. And while the incidents were alarming, it's essential to consider the Boeing 737 crash history in context. Millions of 737 flights, including MAX flights, continue without incident. This does not diminish the losses from the incident but to provide a broader perspective on the overall safety of the Boeing 737 family. The recent changes to the 737 MAX include updated MCAS software, enhanced pilot training, and greater regulatory oversight to ensure the aircraft meets the highest safety standards. Despite challenges with the 737 MAX, the Boeing 737 is strong, safe, and trusted by airlines worldwide. The 737's reliability and safety advancements make it one of the safest planes to fly today. Whether you're flying on an older variant or the newer MAX, the Boeing 737 meets rigorous flight safety standards. So, is the Boeing 737 safe? Yes. You can fly without concern, knowing there are much more stringent safety protocols in place today than ever before. Boeing is currently under FBI investigation after an Alaska Airlines Boeing 737 Max lost a door-plug panel while in flight.The U.S. Department of Justice is investigating if the incident "violated terms of a 2021 settlement that let Boeing avoid prosecution for allegedly misleading regulators who certified the 737 Max," according to the Associated Press.The U.S. Federal Aviation Administration (FAA) is also investigating how a United Airlines Boeing 737-800 plane lost an external panel before landing safely in at Oregon's Medford Airport on Friday, March 15.If you're wondering whether flying on a Boeing 737 (or any Boeing aircraft) is safe, you should not be very worried.Here's what you need to know about the statistics behind aircraft safety and why flying is one of the safest modes of aircraft travel.What are the statistics behind aircraft safety?Part of the reason you should not worry is because it is statistically safer to fly than travel by automobile.One person died in a plane crash per every 7.9 million passengers, who boarded a flight between 2008 and 2017, according to a 2020 Massachusetts Institute of Technology (MIT) study.The U.S. Department of Transportation also did a study with the data showing that you are more likely to get injured or die in a car accident on the highway as opposed to flying.Flying is also a safer mode of transportation than riding the bus, traveling on a motorcycle or riding on a train, according to the DOT.So should I be worried about boarding a Boeing 737 plane?You should worry a little, but not for the reasons you might think. There are a number of runway accidents and concerns about pilot error due to pilots suffering from fatigue or mental illness.But the overwhelming evidence shows that these incidences are small. Flying has been shown to be one of the safest methods of travel — even if it is not completely without risk.Our journalism needs your support. Please subscribe today to NJ.com.Katherine Rodriguez can be reached at krodriguez@njadvancemedia.com. Have a tip? Tell us at nj.com/tips. How can financial brands set themselves apart through visual storytelling? Our experts explain how.Learn MoreThe Motorsport Images Collections captures events from 1895 to today's most recent coverage.Discover The CollectionCurated, compelling, and worth your time. Explore our latest gallery of Editors' Picks.Browse Editors' FavoritesHow can financial brands set themselves apart through visual storytelling? 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Other top airlines that make the top 20 include United Airlines, American Airlines, Singapore Airlines, British Airways and Hawaiian Airlines. What are the safest airplanes to fly? Getty Sticking with the top-ranking airlines isn't always an option though. You can also try searching for flights by a certain plane type. Some travelers do this to pick the perfect seat for ample comfort. For some passangers, knowing which airplane they are flying on before you book can provide extra peace of mind. The Safest Airplanes To Fly Most airline fleets consist almost entirely of Airbus or Boeing planes for long-haul flights. Bombardier CRJ and Embraer are the two most common manufacturers of smaller commercial airplanes. In general, newer generations of plane models are more reliable than the first generations. Crash rates for models launched in the late 1990s to present are notably lower than versions originating in earlier decades. AirSafe has some of the most extensive statistics for various airline models and a brief summary of each significant crash event. Their findings help determine the safest airplane to fly. Airplanes Without Fatal Crashes Some models from Airbus, Boeing, and Embraer have never had a fatal crash in commercial service. Sometimes this is because the models are very new and not yet in widespread operations. In other cases, previous generations in their family do have a fatal crash history. These models currently have a clean flight record and all tie for being the safest airplane: Airbus: A220, A319neo, A320neo, A321neo, A340, A350 and A380 Boeing: 717, 747-8 and 787 Embraer: 135, 140 and 145 You can see if your preferred airline uses any of these models by visiting their fleet page. Or you can use search keywords like "airlines that use Airbus A320neo" as an example. Embraer E170 And E190 The Embraer E170 or E190 has a remarkable fatal crash rate of 0.03 per million flights. The only catch is that these models only hold between 70 and 115 passengers, so they may only be an option for short-haul flights. American Airlines and JetBlue are two of the largest operators of the E190 model. JetBlue is a direct transfer partner for American Express Membership Rewards, Chase Ultimate Rewards and Citi ThankYou. American Airlines flights can be booked as a partner flight by transferring your Amex points or Chase points to your British Airways Executive Club account first. Domestic American Airlines award flights start at 7,500 miles for flights 500 miles or shorter. Boeing 737-700/-800/-900 Don't confuse the infamous 737 MAX with the Boeing next-generation 737 models. The 737-700/-800/-900 models are very reliable. These models have a 0.06 fatal crash rate per million flights. This is one of the lowest rates for commercial aircraft. As a comparison, the 737 MAX has a 3.08 crash rate through March 2019 according to AirSafe. The next-gen 737 is a primary asset for many airlines including the American, Delta, United and Alaska Airlines. As a result, the multiple series have more commercial flights than most models. There are over 100 million recorded commercial flights. Only the Airbus 320 family has more logged flights at 119 million and counting. Because of the 737 MAX fleet grounding, many airlines are either extending their current lease of these planes or have started leasing them again. Airbus A320 The Airbus 320 family also includes the A318, A319 and A321 models. If the airline is using their Airbus fleet for your flight, it will most likely be one of these models. This family has a 0.08 crash rate which is also one of the lowest for airplane models with a crash history. One of the crash events for the A320 is the historic US Airways Flight 1549 on January 15, 2009, helmed by Capt. Sully Sullenberger. After striking multiple birds shortly after takeoff, Capt. Sullenberger made a successful crash landing on New York's Hudson River. There were no fatalities but one passenger sustained serious injury. American Airlines, EasyJet, China Eastern and China Southern are the largest operators of the A320 family. Boeing 777 The Boeing 777 family has a 0.18 crash rate. Airlines will most likely use the -200ER or -300ER for long flights. This airplane is a key feature in the fleet for many domestic and international airlines. Some of the largest operators include Emirates, Singapore, United and American. In 2020, you might be able to fly on the newest 777X model. The 777-9 model will be able to seat up to 426 passengers and have a cruising range of 7,285 nautical miles (8,383 miles). Airbus A330 Another long-range fleet staple is the Airbus A330 with a 0.19 crash rate. This plane is currently used in some of the longest domestic flights like Boston to Honolulu on Hawaiian Airlines which is 5,095 miles each way. How would you like to earn frequent flyer miles for that flight while being on one of the safest airplanes? The A330MRT is a military version of this model that several nations use as an in-air refuel tanker. Turkish Airlines, Air China and Delta Airlines are three airlines with the largest A330 fleet. Boeing 767 Although the Boeing 767-300ER and 767-400ER fleets are gradually being replaced by the Boeing 787 Dreamliner for performance and functionality, the 767 family has a 0.28 crash ratio. This ratio is higher than some of the other airplane models listed here but also includes some of the early 767 models dating back to the 1980s. Two of the most unfortunate incidents were two 767 aircraft crashing into the Twin Towers on 9/11. Delta and United are the two domestic carriers with the largest 767 fleet in operation. Japan Airlines and ANA are the two largest international operators. This is also a popular cargo plane for package delivery companies UPS and FedEx. Summing Up The Safest Airplane To Fly It's reassuring to know that the most actively used commercial airplanes also happen to be some of the safest in aviation history. You shouldn't have a hard time booking finding a flight on one of these planes the next time you fly. The American aerospace giant Boeing has been synonymous with safe air travel for decades. Since the 1990s, Boeing and its European competitor Airbus have dominated the market for large passenger jets. But this year, Boeing has been in the news for all the wrong reasons. In January, an emergency door plug blew off a Boeing 737 MAX in mid flight, triggering an investigation from United States federal regulators. More recently, we have seen a Boeing plane lose a tyre while taking off, another flight turned back as the plane was leaking fluid, an apparent engine fire, a landing gear collapse, a stuck rudder pedal, and a plane "dropping" in flight and injuring dozens of passengers. A Boeing engineer who had raised concerns regarding quality control during the manufacturing process on the company's 787 and 737 MAX planes also died earlier this week, apparently of a self-inflicted gunshot wound. As members of the travelling public, should we be concerned? Well, yes and no. Read more: Boeing door plug blowout highlights a possible crisis of competence − an aircraft safety expert explains Many problems, but not all can be blamed on Boeing The recent parade of events has certainly been dramatic – but not all of them can be blamed on Boeing. Five incidents occurred on aircraft owned and operated by United Airlines and were related to factors outside the manufacturer's control, like maintenance issues, potential foreign object debris, and possible human error. A United Airlines 777 flying from San Francisco to Japan lost a tyre on takeoff, a maintenance issue not related to Boeing. The aircraft landed safely in Los Angeles. A United Airlines flight from Sydney to Los Angeles had to return to Sydney due to a "maintenance issue" after a fluid was seen leaking from the aircraft on departure. A United Airlines 737-900 flying from Texas to Florida ended up with some plastic bubble wrap in the engine, causing a suspected compressor stall. This is a disruption of air flow to an operating engine, making it "backfire" and emit flames. A United Airlines 737 Max flying from Tennessee to Texas suffered a gear collapse after a normal landing. The pilot continued to the end of the runway before exiting onto a taxiway – possibly at too high a speed – and the aircraft ended up in the grass and the left main landing gear collapsed. The fifth event occurred on a United Airlines 737-8 flight from the Bahamas to New Jersey. The pilots reported that the rudder pedals, which control the left and right movement of the aircraft in flight, were stuck in the neutral position during landing. Several of the recent 'Boeing incidents' were maintenance issues not related to the manufacturer. Anatoliy Lukich/Shutterstock Manufacturing quality concerns The exit door plug failure in January occurred on an Alaska Airlines flight. US regulators are currently investigating Boeing's manufacturing quality assurance as a result. The door plug was installed by a Boeing subcontractor called Spirit AeroSystem. The door plug bolts were not properly secured and the plug door fell off in flight. The same aircraft had a series of pressurisation alarms on two previous flights, and was scheduled for a maintenance inspection at the completion of the flight. Spirit got its start after Boeing shut down its own manufacturing operations in Kansas and Oklahoma, and Boeing is now in the process of buying the company to improve quality oversight. Spirit currently works with Airbus, as well, though that may change. Read more: Why did Alaska Airlines Flight 1282 have a sealed-off emergency exit in the first place? The answer comes down to money What changed at Boeing Critics say the culture at Boeing has changed since Airbus became a major competitor in the early 2000s. The company has been accused of shifting its focus to profit at the expense of quality engineering. Former staff have raised concerns over tight production schedules, which increased the pressure on employees to finish the aircraft. This caused many engineers to question the process, and the US Federal Aviation Administration (FAA) to fine Boeing for lapses in quality oversight after tools and debris were found on aircraft being inspected. Several employees have testified before US Congress on the production issues regarding quality control. Based on the congressional findings, the FAA began to inspect Boeing's processes more closely. Several Boeing employees noted there was a high staff turnover rate during the COVID pandemic. This is not unique to Boeing, as all manufacturing processes and airline maintenance facilities around the globe were also hit with high turnover. As a result, there is an acute shortage of qualified maintenance engineers, as well as pilots. These shortages have created several issues with the airline industry successfully returning to the pre-pandemic levels of 2019. Airlines and maintenance training centres around the globe are working hard to train replacements, but this takes time as one cannot become a qualified engineer or airline pilot overnight. So, is it still safe to fly on Boeing planes? Yes it is. Despite dramatic incidents in the news and social media posts poking fun at the company, air travel is still extremely safe, and that includes Boeing. We can expect these issues with Boeing planes now will be corrected. The financial impact has been significant – so even a profit-driven company will demand change. Share — copy and redistribute the material in any medium or format for any purpose, even commercially. Adapt — remix, transform, and build upon the material for any purpose, even commercially. The licensor cannot revoke these freedoms as long as you follow the license terms. Attribution — You must give appropriate credit , provide a link to the license, and indicate if changes were made . You may do so in any reasonable manner, but not in any way that suggests the licensor endorses you or your use. ShareAlike — If you remix, transform, or build upon the material, you must distribute your contributions under the same license as the original. No additional restrictions — You may not apply legal terms or technological measures that legally restrict others from doing anything the license permits. You do not have to comply with the license for elements of the material in the public domain or where your use is permitted by an applicable exception or limitation . No warranties are given. The license may not give you all of the permissions necessary for your intended use. For example, other rights such as publicity, privacy, or moral rights may limit how you use the material. The Boeing 737 is one of the most widely used aircraft in commercial aviation, having served millions of passengers since its debut in the 1960s. Known for its versatility on short- to medium-haul flights, the 737 is considered reliable by airlines worldwide. Previously, in the airline industry, pilots (and even some airline enthusiasts) used to have so much confidence in Boeing that it was sort of an in-joke. The expression "If it's not Boeing, I'm not going," was so widespread that you can still buy a merchandise for the aircraft brand with that slogan on it. In short, Boeing was once considered one of the safest aircraft around, including its 737 model. 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Millions of 737 flights, including MAX flights, continue without incident. This does not diminish the losses from the incident but to provide a broader perspective on the overall safety of the Boeing 737 family. The recent changes to the 737 MAX include updated MCAS software, enhanced pilot training, and greater regulatory oversight to ensure the aircraft meets the highest safety standards. Despite challenges with the 737 MAX, the Boeing 737 is strong, safe, and trusted by airlines worldwide. The 737's reliability and safety advancements make it one of the safest planes to fly today. Whether you're flying on an older variant or the newer MAX, the Boeing 737 meets rigorous flight safety standards. So, is the Boeing 737 safe? Yes. You can fly without concern, knowing there are much more stringent safety protocols in place today than ever before. B734, vicinity Auckland, New Zealand, 2022 B734, East Midlands UK, 2023 B734, en-route, west of Meekatharra Australia, 2022 B734 / Vehicle, Porto Portugal, 2021 B734, East Midlands UK, 2021 B734, en-route, eastern England UK, 2018 B734, Kabul Afghanistan, 2016 B734, Timbuktu Mali, 2017 B734, Lahore Pakistan, 2015 B734, en-route, east northeast of Tanegashima Japan, 2015 B734 / C172, vicinity Girona Spain, 2016 A321 / B734, Barcelona Spain, 2015 B734, Zurich Switzerland, 2013 B734, vicinity Lyon France, 2010 B734, Palembang Indonesia, 2008 A320/B734, vicinity London Gatwick UK, 2012 B738/B734, Johannesburg South Africa, 2010 B734, Amsterdam Netherlands, 2010 (1) B734, Amsterdam Netherlands, 2010 (2) B734, Yogyakarta Indonesia, 2007 B734, vicinity East Midlands UK, 1989 B734, en-route, New South Wales Australia, 2007 B734, en-route, Sulawesi Indonesia, 2007 B734, Barcelona Spain, 2004 B734, en-route, Daventry UK, 1995 AS32 / B734, Aberdeen UK, 2000 B734 / MD81, en-route, Romford UK, 1996 B734, Brisbane Australia, 2001 The Boeing 737 is a very safe and frequently used aircraft type. The first flight of the 737 took place in 1967 and by 2021 there had been 221 total losses, 93 of which resulted in fatalities, totalling 5,229 deaths in accidents. Over 11,000 of the 737 were put into service. The best-known crashes in recent times were the accidents involving the Boeing 737 MAX variant, two of which were involved in accidents in 2019 and 2020 due to technical circumstances. With 346 fatalities, these two accidents were particularly tragic. This resulted in a worldwide ban on flying this type of aircraft and severely damaged the Boeing brand. The Boeing 737 MAX is a further development of the Boeing 737 aircraft that has long been on the market. The success of Airbus with the A320neo forced Boeing to launch a new aircraft on the market, which also aimed for fuel efficiency. The tried and tested 737 model was therefore further developed in order to avoid costly pilot training or extensive certification procedures. Due to the new heavier engines, which had to be placed further forward and higher on the wing, the aircraft tended to have flight characteristics that pulled the nose upwards. Boeing therefore developed the MCAS (Manoeuvring Characteristics Augmentation System). For cost reasons, however, the system was only controlled by one sensor. In the event of a malfunction, the nose of the aircraft could be repeatedly pushed downwards. As a result, there were two crashes in 2018 and 2019. The safety concerns led to a worldwide ban on flying the 737max, which lasted from March 2019 to November 2020. During this time, Boeing revised the MCAS system and made other improvements to the 737max to meet the safety requirements of the regulatory authorities. During the period, Boeing comprehensively revised the system. The updated MCAS now uses data from two Angle of Attack (AoA) sensors and will only activate when both sensors provide matching data. In addition, the system will no longer detect the nose of the aircraft. Do you feel safe on an airplane? No, I am a little queasy already 16,92 % No, but nothing will happen 66,15 % Yes, airplanes are a safe mode of transport 16,92 % Show answers only Result from 65 of answers given If you are worried about the safety of an aircraft type, you often have the fear of a crash in mind. However, it is much more likely that you will be injured due to turbulence in the aircraft. Choosing a comfortable seat is therefore the first small step towards greater safety on board the aircraft. After all, only if you are sitting comfortably and wearing your seatbelt can you avoid injury in the event of the aircraft suddenly descending. This is why it is important to consider where you want to sit in the aircraft before travelling. We have evaluated the seats on the Boeing 737-800 aircraft: Extract from incidents and accidents involving the aircraft type. The list is not exhaustive and only covers accidents where a design fault or production defect led to an incident: Date Flight Description 29th October 2018 Lion Air flight 610 On 29 October 2018, a Lion Air Boeing 737 MAX 8 crashed off the coast of Java, killing all 189 occupants. Contact was lost shortly after take-off in Jakarta. The cause was the faulty MCAS system, which pushed the aircraft downwards. 10th March 2019 Ethiopian Airlines flight 302 On 10th March 2019, an Ethiopian Airlines Boeing 737 Max 8 crashed shortly after take-off from Addis Ababa to Nairobi. All 157 occupants were killed. It was the second serious accident involving a Boeing 737 Max 8 in five months. The "Max" versions were banned from operation worldwide. In 2022, a US court ruled that a criminal conspiracy at Boeing had contributed to the crashes. 5th January 2024 Alaska Airlines Flight 1282 On 5 January 2024, an Alaska Airlines Boeing 737 MAX 9 on a flight from Portland to Ontario, California, lost part of the aircraft wall seven minutes after take-off, causing decompression and triggering the oxygen masks. The pilot turned back and landed safely, with only one passenger suffering a hearing injury. The US Federal Aviation Administration (FAA) temporarily grounded 171 aircraft of this type. It was later discovered that four fastening bolts were missing, which caused the accident. Especially when it comes to accident statistics, it is often Boeing vs. Airbus, but both manufacturers build very safe aircraft: the very first accident with fatalities was a particularly tragic one: on 8 December 1973, a United Airlines 737-200 crashed into the middle of a residential area. 43 of the 61 people on board were killed and 2 people on the ground died. In the 1970s in particular, 737s were affected by hijackings, twice by Lufthansa. On 17 December 1973, the aircraft was hijacked at Rome-Fiumicino Airport by Palestinian terrorists. The aim was to free a comrade imprisoned in Vienna. During a stopover in Athens, an Italian hostage was shot dead, and the hijackers surrendered during the emergency landing in Kuwait, but subsequently got away unpunished. The hijacking of the plane christened Landshut on 13 October 1977 has often been filmed and is therefore relatively well known. This was also hijacked by Palestinian terrorists and was eventually freed by German special forces in Mogadishu. A spectacular and unfortunately tragic incident occurred on 28 April 1988 when a Boeing 737-200 was flying from Hilo to Honolulu when a fatigue fracture caused the loss of the upper cabin roof of the front rows of seats. Unfortunately, one flight attendant was killed, but the pilots were able to land the aircraft safely despite the open cabin. The damage was irreparable and fortunately it was subsequently scrapped. On 6 January 2024 in the USA, an Alaska Airlines flight with a Boeing 737-9 Max ran into difficulties shortly after take-off in Portland, Oregon, when part of the passenger cabin tore off (the exact course of the accident can be found in Alaska Airlines Flight 1282 on Wikipedia). However, the pilot was able to bring the aircraft safely back to the airport of departure. All 171 passengers and six crew members escaped with a scare, although one child suffered minor injuries. In response, the airline has decided to temporarily ground all of its 65 Boeing 737-9 Max aircraft for thorough maintenance and safety checks. The US transport authorities and Boeing are supporting the investigation. This incident is reminiscent of previous tragic accidents involving the 737 Max series, although the safety record of the aircraft since their return to service is considered good. Boeing is being increasingly criticised for significant quality problems with its 737 Max aircraft model. Boeing failed over a third of the safety tests carried out by the US Federal Aviation Administration (FAA), and a key supplier, Spirit AeroSystems, even failed half of the tests. The FAA also found violations in Boeing's control of manufacturing processes and product quality. In addition, the suicide of whistleblower John Barnett, who spoke out about the lack of safety at Boeing, was reported. Due to these ongoing problems, United Airlines is considering switching to Airbus aircraft in some cases, although orders at Airbus are already fully booked. The Boeing 737 is a very safe aircraft in all its variants. Many accidents with personal injury, especially in the 70s to 90s, were due to a lack of safety precautions in the respective countries as well as pilot error. Unfortunately, there were two unfortunate accidents with the 737-MAX with many victims due to technical errors. But as we have seen, the authorities reacted quickly and comprehensively. A flight ban with all its economic consequences was imposed. Despite the problems, the accident statistics for the 737 are very good and safe at 0.20 cases per 1 million take-offs. The Boeing 737 is also a strong revenue generator for the company, but Boeing's share price is coming under increasing pressure as the industry is undergoing a transformation. More information on all Boeing 737 accidents on Wikipedia. How safe are Boeing 737 aircraft? There are different versions of the Boeing 737 that have been in production since the 1960s. Some of the more recent models are the Boeing 737 MAX, which was introduced in 2017, and the Boeing 737-800, which has been in production since the 1990s. Both models have proven to be safe. Boeing 737 aircraft are very safe aeroplanes. They are the most produced aircraft model in the world and have proven to be very reliable. In addition to the aircraft itself, the qualifications and experience of the flight crew, as well as the airline's maintenance processes, are key safety factors. The Douglas DC-8 is the only subsonic commercial jet to break the sound barrier and now we have her in stunning colour .