

BOEING BBJ Model Guide

BOEING BBJ is the business-jet version of the Boeing 737, a turbofan jet. The registry has no BBJ-specific seat, range or year data. The 737 family figures here (up to 230 passengers, 3800 nm range, 460 kt cruise, 41000 ft ceiling) are context only. The documents are service bulletins, which show what to check before buying.

KEY TAKEAWAYS

- The registry gives no BBJ-specific specs. The 737 family reaches up to 230 passengers and 3800 nm, so confirm your airframe's own figures.
- APB bulletin AP737-27-002 lists 737-700IGW (BBJ) line numbers 101 through 684 as Group 3 for a stabilizer trim limit correction.
- Boeing bulletin 737-28A1206 covers a center fuel tank boost pump shutoff change on 737-700 airplanes. Ask for proof of compliance.

FAMILY-LEVEL CONTEXT

The registry covers the whole 737 family, from the 737-100 Series to the 737-9 and 737-8200. Family maxima: range up to 3800 nm, cruise up to 460 kt, service ceiling up to 41000 ft, MTOW up to 89700 kg. These are not BBJ figures. Get the airframe's own performance data.

TRIM LIMIT SERVICE BULLETIN

AP737-27-002 (Revision 4, April 24, 2017) applies to 737-700 airplanes with APB Blended Winglets installed under STC. Group 3 is 737-700IGW (BBJ) line numbers 101 through 684 whose original light plates were not replaced under APB737-27-001. Work: relocate one stabilizer warning switch, replace the control stand light plates, update FMC software. Part 1 is estimated at 2.5 man-hours.

FUEL BOOST PUMP BULLETIN

Bulletin 737-28A1206 Revision 2 (May 21, 2009) followed a report that a 737-700's left center tank boost pump did not shut off in flight. Boeing found wire W0040-6402-14 terminated at the wrong terminal block. It must go on TB5060F, position 5. FAA mandated AD 2008-24-51 on November 18, 2008.

SAFETY NOTES

- Uncorrected, the nose-up trim limit sits too far aft. The airplane could become uncontrollable at takeoff if the crew mistrims full nose-up in an aft-light loading.
- A miswired center tank boost pump may keep running after OFF is selected. A dry-running, overheated pump could be an ignition source in a fuel tank.