



Flight Crew Operations Manual Bulletin for The Boeing Company

The Boeing Company
Seattle, Washington 98124-2207



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Airplane Effectivity: 737-8 / -9

Subject: Uncommanded Nose Down Stabilizer Trim Due to Erroneous Angle of Attack (AOA) During Manual Flight Only

Reason: To Emphasize the Procedures Provided in the Runway Stabilizer Non-Normal Checklist (NNC).

Information in this bulletin is recommended by The Boeing Company, but may not be FAA approved at the time of writing. In the event of conflict with the FAA approved Airplane Flight Manual (AFM), the AFM shall supersede. The Boeing Company regards the information or procedures described herein as having a direct or indirect bearing on the safe operation of this model airplane.

THE FOLLOWING PROCEDURE AND/OR INFORMATION IS EFFECTIVE UPON RECEIPT

Background Information

The Indonesian National Transportation Safety Committee has indicated that Lion Air flight 610 experienced erroneous AOA data. Boeing would like to call attention to an AOA failure condition that can occur **during manual flight only**. This bulletin directs flight crews to existing procedures to address this condition.

In the event of erroneous AOA data, the pitch trim system can trim the stabilizer nose down in increments lasting up to 10 seconds. The nose down stabilizer trim movement can be stopped and reversed with the use of the electric stabilizer trim switches but may restart 5 seconds after the electric stabilizer trim switches are released. Repetitive cycles of uncommanded nose down stabilizer continue to occur unless the stabilizer trim system is deactivated through use of both STAB TRIM CUTOUT switches in accordance with the existing procedures in the Runway Stabilizer NNC. It is possible for the stabilizer to reach the nose down limit unless the system inputs are counteracted completely by pilot trim inputs and both STAB TRIM CUTOUT switches are moved to CUTOUT.

Additionally, pilots are reminded that an erroneous AOA can cause some or all of the following indications and effects:

- Continuous or intermittent stick shaker on the affected side only.
- Minimum speed bar (red and black) on the affected side only.
- Increasing nose down control forces.
- Inability to engage autopilot.
- Automatic disengagement of autopilot.
- IAS DISAGREE alert.
- ALT DISAGREE alert.
- AOA DISAGREE alert (if the AOA indicator option is installed)
- FEEL DIFF PRESS light.

Operating Instructions

In the event an uncommanded nose down stabilizer trim is experienced on the 737-8 /-9, in conjunction with one or more of the above indications or effects, do the Runway Stabilizer NNC ensuring that the STAB TRIM CUTOUT switches are set to CUTOUT and stay in the CUTOUT position for the remainder of the flight.

Note: Initially, higher control forces may be needed to overcome any stabilizer nose down trim already applied. Electric stabilizer trim can be used to neutralize control column pitch forces before moving the STAB TRIM CUTOUT switches to CUTOUT. Manual stabilizer trim can be used after the STAB TRIM CUTOUT switches are moved to CUTOUT.

Administrative Information

Insert this bulletin behind the Bulletin Record page in Volume 1 of your Flight Crew Operations Manual (FCOM). Amend the FCOM Bulletin Record page to show bulletin TBC-19 "In Effect" (IE).

This Bulletin remains in effect until Boeing provides additional information on system updates that may allow this Bulletin to be canceled.

Please send all correspondence regarding Flight Crew Operations Manual Bulletin status, to the 737 Manager, Flight Technical Data, through the Service Requests Application (SR App) on the MyBoeingFleet home page.

Manual Boing 747

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Manual Boing 747:

Boeing 747-400 Boeing Company. Commercial Airplane Group,1990 **Boeing 747-400 Operations Manual** Boeing Company,1988 *Boeing 747 Flight Manual* Northwest Airlines, inc,1981 **Boeing 747 Airplane Flight Manual** The Boeing Company,1972 **Boeing 747-400 FAA Approved Airplane Flight Manual** Boeing Commercial Airplanes,1989
Boeing 747 Operations Manual The Boeing Company,1971 Boeing 747 Operations Manual Boeing Company. Commercial Airplane Group, **Boeing 747 FAA Approved Airplane Flight Manual** Boeing Commercial Airplane Company,1969 **Boeing 747 Maintenance Manual** The Boeing Company,1969 **Boeing 747 FAA Approved Airplane Flight Manual** The Boeing Company. Commercial Airplane Group,1969 **Boeing 747, Model 747-282B** Boeing Company. Commercial Airplane Group,1971 Boeing 747-400 Flight Crew Training Manual Boeing. Boeing Commercial Airplanes,1993 **Boeing 747 Flight Crew Training Manual** The Boeing Company,1981 *Boeing 747 Maintenance Manual* Boeing Commercial Airplane Company,1992 Boeing 747 Maintenance Manual The Boeing Company. Commercial Airplane Division,1968 Boeing 747 Operations Manual The Boeing Company. Commercial Airplane Group,1970 **Boeing 747 Training Manual** Boeing Commercial Airplane Company,1972 **Boeing 747 Manual** Chris Wood,2012 Aviation **Boeing 747 Baggage/cargo Loading Manual** The Boeing Company. Commercial Airplane Division,1969 Boeing 747 Manual Chris Wood (Pilot),2012 When the Boeing 747 first flew commercially in 1970 it ushered in a new era of affordable air travel Often referred to by the nickname Jumbo Jet the 747 was the world s first wide body commercial airliner and its advent has proved to be one of the major milestones in aviation history The centrepiece of this Haynes Manual is the 747 400 which is the most numerous version As well as being the highest selling model in the 747 family there are more 400s currently in service than any other version

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