

ALERT BULLETIN

AB 2022:6/3-6

3/8/2022

1865347

TO: Boeing Commercial Airplane Company

INFO: FAA (AVP-1, AVP-200, AFS-200, AFS-900, AFS-260, AFS-100, AIR-720, AIR-780, AIR-360, SEA-AEG, AQS-230), A4A, ALPA, AMFA, ASAP, ATSG, CAPA, IAM, IBT, ICAO, ICASS, IFALPA, IPA, NTSB, PAMA, RAA, SWAPA, TWU

FROM: Becky L. Hooley, Director
NASA Aviation Safety Reporting System

SUBJ: B737 MAX 8 Flight Control Anomaly

We recently received ASRS reports describing a safety concern that may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the following:

ASRS received a report from a B737 MAX 8 Captain describing a flight control anomaly on descent. Reporter stated the aircraft was flying with autopilot engaged, descending through FL240, when the aircraft rolled violently to the right. Control was reestablished after autopilot was disconnected. Reporter stated this anomaly had been written up in the aircraft log book multiple times in the preceding days.

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Dr. Becky Hooley at (408) 541-2854 or email at becky.l.hooley@nasa.gov.



Aviation Safety Reporting System
P.O. Box 189 | Moffett Field, CA | 94035-0189



ACN 1865347

DATE / TIME

Date of Occurrence 202112
Local Time Of Day 1801 to 2400

PLACE

Locale ZZZ.ARTCC
State US
Altitude - MSL 24000

ENVIRONMENT

Flight Conditions Mixed

AIRCRAFT / EQUIPMENT X

ATC / Advisory - Center ZZZ
Make Model Name B737 MAX 8
Operating Under FAR Part 121

COMPONENT 1

Aircraft Component Autopilot

PERSON 1

Function - Flight Crew Captain
Function - Flight Crew Pilot Not Flying
ASRS Report Number 1865347

EVENTS

Anomaly Aircraft Equipment Problem - Critical
Anomaly Deviation / Discrepancy - Procedural - FAR
Anomaly Deviation / Discrepancy - Procedural - Maintenance
Anomaly Deviation / Discrepancy - Procedural - Published
Material / Policy
Anomaly Inflight Event / Encounter - Loss Of Aircraft Control
Detector - Person Flight Crew
Result - General Maintenance Action
Result - Flight Crew Overcame Equipment Problem
Result - Flight Crew Regained Aircraft Control

NARRATIVE 1

While descending on arrival into ZZZ1, the aircraft was passing FL240, 310 KIAS as assigned, A/P CMD B engaged, LNAV/VNAV. The aircraft rolled violently to the right before the FO (First Officer) disengaged the autopilot and recovered from the upset attitude. The aircraft uncommanded rolled to approximately 20-30 degrees angle of bank in less than a second before the FO recovered. This exact scenario was previously written up in the logbook multiple times in the preceding days and had flown one day with no associated write ups. This was our second leg with this aircraft this day. Prior to the first leg, the FO and I discussed the malfunction and possible reactions to develop a shared mental model should it occur again.

After the recovery we analyzed the malfunction by observing the "SPOILERS" annunciation illuminated. All other flight control indicators and hydraulics appeared normal. The FO continued to fly and manage radios

while I ran the QRH for SPOILERS. The last step "compute non-normal performance data-spoilers" did create confusion because we could not find "spoilers" under the flight control non-normal performance data options.

After discussion, we ran the Jammed or Obstructed Flight Controls performance data but were uncertain if this applied. After discussion and early configuration, we determined that the aircraft performed normally at approach speed with no unusual control forces. Not wanting to make the situation worse with hot brakes and after discussion with my FO, I chose a Flaps 30 landing with no other problems noted. Normal landing and taxi to the gate to meet Maintenance. Since Maintenance was notified and established communication with Maintenance Control, I did not contact Dispatch. After the fact, upon studying the procedure, I realized my error and will notify them in the future.

CALLBACK 1

Reporter stated he has not had any feedback from Maintenance on the issue. He noted that the logbook showed that in past few days several spoiler actuators had been replaced, but since the anomaly only occurred with the autopilot engaged he felt it was possible that a spoiler actuator was not the root cause, and instead was possibly autopilot related.

SYNOPSIS

Captain reported that the while on descent to the destination airport, the aircraft rolled 30 degrees violently in less than one second. The First Officer disengaged the auto pilot and recovered from the upset attitude. The Flight Crew could discover no other issues and continued the approach to landing.