

4/18/2025

**FOR YOUR INFORMATION**

2025-90/3-6

2221486

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), A4A, ALPA, AMFA, ASAP, ATSG, CAPA, IAM, IBT, ICAO, ICASS, IFALPA, IPA, NTSB, PAMA, RAA, SWAPA, TWU

From: Becky L. Hooey, Director  
NASA Aviation Safety Reporting System

Re: B737 MAX 8 Autoflight 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 enclosed deidentified report.

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 Hooey at (408) 541-2854 or email at [becky.l.hooey@nasa.gov](mailto:becky.l.hooey@nasa.gov).



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



**ACN 2221486****DATE / TIME**

Date of Occurrence	202503
Local Time Of Day	No Local Time Of Day Stated

**PLACE**

Locale	ZZZ.ARTCC
State	US
Altitude - MSL	20000

**AIRCRAFT / EQUIPMENT X**

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

**COMPONENT 1**

Aircraft Component	Navigation Database
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**PERSON 1**

Function - Flight Crew	Captain
ASRS Report Number	2221486

**EVENTS**

Anomaly	Aircraft Equipment Problem - Less Severe
Detector - Automation	Aircraft Other Automation
Detector - Person	Flight Crew
Result - Flight Crew	Overcame Equipment Problem

**NARRATIVE 1**

On this flight as well as the day prior we noticed a weird VNAV path drawn on the ZZZZZ where it looked like we were high on the vertical path but mental math-wise we were more than good and below the path. Then, approaching ZZZ at around FL200, we noticed on the descent page that the 10,000 ft. 240 kt. crossing restriction became active and the aircraft wanted to maintain 240 kt. Not really an ideal speed at FL200 when there is traffic behind you. It appears that certain 737 MAX databases may have programming errors causing the aircraft to want to change from programmed descent speed to the 240/10000 restriction way too early. We made all the crossing restrictions and flew the arrival in vertical speed so this is an informational report to maybe look in to why MAX aircraft sometimes tend to the 240/10000 speed restriction too soon.

**CALLBACK 1**

Reporter confirmed aircraft type as B737 MAX 8.

**SYNOPSIS**

B737 MAX 8 Captain reported certain 737 MAX aircraft may have programming errors that cause the aircraft to change from the programmed descent speed to the 240 knots / 10,000 feet restriction too early.