

12/12/2025

FOR YOUR INFORMATION

2025-315/3-18

2299198

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. Hooley, Director
NASA Aviation Safety Reporting System

Re: B737-800 False Tailstrike Warning

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 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 2299198

DATE / TIME

Date of Occurrence	202510
Local Time Of Day	0601 to 1200

PLACE

Locale	ZZZ.Airport
State	US
Altitude - AGL	0

AIRCRAFT / EQUIPMENT X

ATC / Advisory - Tower	ZZZ
Make Model Name	B737-800
Operating Under FAR Part	121

PERSON 1

Function - Flight Crew	First Officer
Function - Flight Crew	Pilot Flying
ASRS Report Number	2299198

EVENTS

Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Detector - Automation	Aircraft Other Automation
Detector - Person	Flight Crew
Result - General	Maintenance Action

NARRATIVE 1

While on the ILS approach to Runway XX in ZZZ, the aircraft touched down in the touchdown zone and by my account was a normal landing. After reflecting on the landing further, I did flare a slight amount more than usual. However, I thought nothing of it. The aircraft decelerated normally and we exited the runway to the left on Taxiway 1. At 60 kt. the Captain took control of the aircraft and we proceeded to the gate without incident. Upon completion of the shutdown checklist, the Captain informed me that "TAILSTRIKE" had illuminated in the Head-up Display (HUD) upon touchdown. I immediately went outside to the ramp to investigate as to whether a tail strike had actually occurred or not. After investigation, there was no evidence of a tail strike. Upon returning to the flight deck, the Captain and I decided to make a phone call to the pilot representative, Person A. Person A advised us to write the aircraft up in the logbook for "tail strike displayed in the Captain's HUD upon landing." Maintenance subsequently investigated the write-up and determined that the aircraft did not have any evidence of a tail strike. The aircraft was returned to service and it continued on its scheduled flight to ZZZ1.

After further discussion with Person A and other representatives from several committees, it was suggested that the Captain and I file a safety report to compile further evidence for when this situation happens in the future with other flight crews; and that possible manual updates and guidance could be coming forth for the entire pilot group on the 737 fleet.

Cause: My rate of rotation in my landing flare triggered the HUD system to display the caution message "TAILSTRIKE" to the Captain. Going forward I will most assuredly have a more gradual rate of nose up pitch to establish an adequate landing flare.

Because neither of us had seen this message in real life or in the simulator before, we were absolutely astonished and were both thinking "could it be possible we had a tail strike?" It was quite alarming and scary until the moment I walked around the aircraft to see that no damage had been done to the fuselage.

I agree with the idea of filing this report to make it known that if you are unprepared for the message to be displayed in the HUD and that if you do not know what it means, it can add an unnecessary level of stress to what amounted to be a benign situation in this case. I understand the reason for the HUD system to display this cautionary message and that it is monitoring the rate of rotation at which you are flaring the aircraft.

In hindsight, the best decision we could have made at the time given the information we had was to make a logbook entry, notify the company, and notify our representative as to what had occurred. I did not feel right walking away from the aircraft without Maintenance Control putting eyes on the aircraft and giving the all clear – that we did not have a tail strike.

SYNOPSIS

B737-800 First Officer reported a tail strike warning had illuminated on the Captain's HUD upon landing but after walking around the aircraft, no evidence was found of a tail strike.