

ALERT BULLETIN

AB 2026:12/3-2

3/31/2026

2335352

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

SUBJ: B757 Low Altitude Pitch-Down Incident

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 B757 First Officer describing an inflight uncommanded pitch-down incident. Reporter stated they were descending through 8000 ft on arrival when they simultaneously got an EICAS UNSCHED STAB TRIM alert and the aircraft pitched to 4 degrees nose down, resulting in altitude loss of 400 - 600 ft. Control was regained after the autopilot was disengaged.

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 2335352**DATE / TIME**

Date of Occurrence 202602
Local Time Of Day No Local Time Of Day Stated

PLACE

Locale ZZZ.Airport
State US
Altitude - MSL 8000

ENVIRONMENT

Flight Conditions VMC

AIRCRAFT / EQUIPMENT X

ATC / Advisory - TRACON ZZZ
Make Model Name B757 Undifferentiated or Other Model
Operating Under FAR Part 121

COMPONENT 1

Aircraft Component Autopilot

PERSON 1

Function - Flight Crew First Officer
Function - Flight Crew Pilot Not Flying
ASRS Report Number 2335352

EVENTS

Anomaly Aircraft Equipment Problem - Less Severe
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 the ZZZZZ Arrival into ZZZ, around 8000 feet, we received an EICAS warning: UNSCHD STAB TRIM. Simultaneously the airplane initiated an aggressive 4-degree nose down. The autopilot disconnected and the autopilot disengage alarm sounded. I silenced the alarm and read the associated message while the Captain immediately regained control and started hand flying the aircraft. We estimated a 400 to 600 foot loss, but did not exceed any published altitude or airspeed restrictions on the arrival. I reviewed the associated non-normal checklist and we discussed the next steps. Once the autopilot was off, the EICAS message extinguished, and the aircraft was under control. The Captain mentioned the only degradation was slightly heavier control inputs were needed. With that determined, we both agreed running the checklist and identifying which specific system was inoperative would unnecessarily add to our workload. We concurred that best course of action was to continue the approach, hand flown, and land. A normal approach and landing was accomplished, followed by a normal taxi to the gate. Upon arrival, Maintenance Control was notified, an Electronic Log Book (ELB) entry was made, and the Captain filed a report as well as contacted the Chief Pilot.

CALLBACK 1

Reporter stated they did not have to disable stab trim with the cutoff switches, and this appeared to be an autopilot malfunction rather than a stab trim runaway.

SYNOPSIS

B757 First Officer reported the aircraft initiated an uncommanded aggressive pitch downwards while descending on the arrival but the flight crew were able to regain control and landed safely.