

9/27/2016

FOR YOUR INFORMATION

2016-15/3-6

1295780

To: Boeing Commercial Airplane Company

Info: FAA (AVP-1, AVP-200, AFS-200, AFS-900, AFS-280, AFS-300, ANM-100, SEA-ACO, SEA-AEG, AQS-230), A4A, ALPA, AMFA, ASAP, ATSG, CAPA, IAM, ICAO, ICASS, IFALPA, IPA, NTSB, PAMA, TWU

From: Linda J. Connell, Director
NASA Aviation Safety Reporting System

Re: B737 NG TOGA Anomaly

We recently received an ASRS report 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 Dennis Doyle at (408) 541-2831 or email at dennis.j.doyle@nasa.gov



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



ACN: 1295780

Time

Date: 201509
Local Time Of Day: 1801-2400

Place

Locale Reference.Airport: ZZZ.Airport
State Reference: US
Altitude.AGL.Single Value: 0

Environment

Aircraft 1

ATC / Advisory.Tower: ZZZ
Make Model Name: B737-800

Component 1

Aircraft Component: Autoflight System

Person 1

Function.Flight Crew: Captain
Function.Flight Crew: Pilot Flying
ASRS Report Number: 1295780

Events

Anomaly.Aircraft Equipment Problem: Less Severe
Anomaly.Ground Event / Encounter: Other / Unknown
Detector.Person: Flight Crew
Result.General: Maintenance Action
Result.Flight Crew: Overcame Equipment Problem
Result.Flight Crew: Took Evasive Action
Result.Aircraft: Automation Overrode Flight Crew

Narrative 1

During my short hours on this aircraft I have experienced 5 abnormal landing events. During [the most recent] event, after normal touchdown spoiler deployment occurs. Shortly after spoiler deployment occurs, the spoilers retract, the autobrakes disengage and the throttles advance. If the throttles are above idle, the thrust reversers lock. This event has occurred at both flaps 30 and 40, with and without crosswind and with sink rate between 150FPM and 400FPM (estimated). The event has been countered with manual spoiler extension, manual braking and physically holding the throttles at idle with the forarm while deploying thrust reversers. The event causes increased landing rollout and stopping distance.

Recommend searching FOQA data for similar incidents to determine cause of above event and take action necessary to prevent future occurrence.

Callback 1

The reporter stated the cause of the five similar events he has experienced has not been determined. A Check Airman said a possible cause was a TOGA button push within two seconds of touchdown before the reverser levers are pulled. If that were the case a full autothrust TOGA go around would be initiated. Outside of two seconds, a TOGA button push is ignored and the normal landing sequence is enabled. The reporter believes the possibility exists that in some older aircraft switch wear may permit inadvertent TOGA engagement.

Synopsis

A B737-800 Captain reported after landing the TOGA system engaged before reverse thrust was activated. Thrust levers were physically held at idle while the speedbrake and reversers were engaged.