# Civil Aeronautics Administration

# Aviation Safety Bulletin

**ASB No: 98-043/O** **Mar 6, 2009**

## Subject：

**One Boeing 737-800 of a foreign carrier crashed while on an ILS approach. The system anomaly of this airplane, unnoticed by the flight crew, may have rendered the airplane into a landing stall and eventually a crash.**

## Background：

According to the preliminary findings, the left LRRA of this Boeing 737-800 was providing an erroneous reading to the auto throttle system and rendered the system into "LANDING FLARE" mode, which subsequently commanded the throttle to" IDLE STOP" position. The flight crew on board did not take appropriate actions to correct this system anomaly and allowed the airspeed of this airplane to decrease way below the selected approach speed; eventually, the airplane crashed before reaching the runway.

## Recommendation：

In order to ensure flight safety, the following items shall be restated and made familiar to all flight crew by operators:

1. Reinforce the concept of "STABLE APPROACH." To monitor not only the primary instruments of aircraft, such as heading, airspeed, altitude and vertical speed, but also the engine parameters and throttle position. Take timely corrections for those falling beyond the envelope of a stable approach, and conduct a missed approach if necessary.
2. Flight crew should follow SOP to perform the PF or PM duty as assigned, and ensure that the task to establish visual reference outside the aircraft and the task to monitor the FMA changes and system parameters inside the aircraft be carried out respectively and correctly.
3. Take timely actions against the anomaly of auto flight system in accordance with the established procedures.
4. Emphasize situation awareness of an approaching stall and stall recovery techniques in proficiency trainings and proficiency checks.