

3/6/2024

FOR YOUR INFORMATION

2024-43/3-8

2075544

To: Boeing Commercial Airplane Company

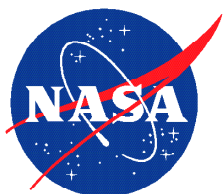
Info: FAA (AVP-1, AVP-200, AFS-200, AFS-900, AFS-260, AFS-100, AIR-720, AIR-780, AIR-360, SEA-AEG), A4A, ALPA, AMFA, ASAP, ATSG, CAPA, IAM, IBT, ICAO, ICASS, IFALPA, IPA, NTSB, PAMA, RAA, SWAPA, TWU

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

Re: B737 MAX 8 Stab Trim Cutout Switch Lighting Concerns

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.



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



ACN 2075544

DATE / TIME

Date of Occurrence	202401
Local Time Of Day	No Local Time Of Day Stated

PLACE

Locale	ZZZ.ARTCC
State	US

AIRCRAFT / EQUIPMENT X

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

PERSON 1

Function - Flight Crew	Captain
ASRS Report Number	2075544

EVENTS

Anomaly	Aircraft Equipment Problem - Less Severe
Detector - Person	Flight Crew
Result - General	None Reported / Taken

NARRATIVE 1

Just an observation. During cruise in a 737 MAX 8 at night, in our dark cockpit, my FO (First Officer) and I were discussing the MCAS (Maneuvering Characteristics Augmentation System), which turned my attention to the stab trim cutout switches on the pedestal. To our surprise, the switches are not backlit. You can't see them at night if the overhead light is not on, which it would not be during critical phases of flight. It occurred to both of us highly experienced aviators that if we had a stab trim runaway during takeoff or landing at night, it would be VERY DIFFICULT to find the switches and covers in a timely manner in order to turn them off in a potentially dire / life threatening situation. The switches are literally in a black hole on the pedestal. Not good.

SYNOPSIS

B737 MAX 8 Captain reported the lack of backlighting to the stab trim cutout switches makes seeing them at night difficult, and is unsafe.