

8/15/2024

**FOR YOUR INFORMATION**

2024-155/3-16

2134885

To: Boeing Commercial Airplane Company

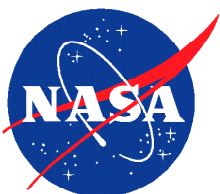
Info: FAA (AVP-1, AVP-200, AFS-200, AFS-900, AFS-260, AFS-100, AIR-720, AIR-780, AIR-360, SEA-AEG), A4A, ALPA, AMFA, ASAP, ATSG, CAPA, IAM, IBT, ICAO, ICASS, IFALPA, IPA, NTSB, PAMA, RAA, SWAPA, TWU

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

Re: B737 NG Inflight Vibration

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](mailto:becky.l.hooey@nasa.gov).



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



## ACN 2134885

### DATE / TIME

Date of Occurrence 202406  
Local Time Of Day 1201 to 1800

### PLACE

Locale ZZZ.ARTCC  
State US  
Altitude - MSL 33000

### ENVIRONMENT

Flight Conditions VMC

### AIRCRAFT / EQUIPMENT X

ATC / Advisory - Center ZZZ  
Make Model Name B737 Next Generation Undifferentiated  
Operating Under FAR Part 121

### PERSON 1

Function - Flight Crew First Officer  
Function - Flight Crew Pilot Flying  
ASRS Report Number 2134885

### EVENTS

Anomaly Aircraft Equipment Problem - Critical  
Anomaly Inflight Event / Encounter - Other / Unknown  
Detector - Person Flight Crew  
Result - Flight Crew Overcame Equipment Problem

### NARRATIVE 1

Climbing through FL330 to FL370 I was the pilot flying with CMD B engaged, LNAV VNAV AT armed. Just past FL330 the aircraft began a subtle shake for approximately 10-15 seconds after which the aircraft began to drop the right wing. I disconnected the autopilot and corrected with approximately 1/2-3/4 scale deflection on the control wheel back to the left which resulted in the aircraft to enter a left wing low state. Finally correcting back to the right, the captain and I agreed to lower the nose and level off the vibrations subsided. Still hand flying I tried a climb once more to FL370, the aircraft once again began to shake and we agreed to descend to FL310. On the descent the vibrations stopped and I reengaged the autopilot in level flight, once level the CA assumed control of the aircraft to feel out the flight controls and could not replicate the unstable aircraft state. We agreed to continue to ZZZ and landed uneventfully.

### CALLBACK 1

Reporter stated that he checked with Maintenance the day after the event, but no cause was found. Reporter further stated he considered the possibility of a wake turbulence encounter, but this buffet/vibration did not feel like other wake encounters, it was more gradual and subtle. The only reported traffic in their area was a B787 about ten minutes ahead of them. Cause remains undetermined. Aircraft type reported as B737-800 or B737-900, not a MAX.

### SYNOPSIS

B737 First Officer reported during climb aircraft began a subtle shake followed by a right then left wing drop resulted in pilot descent which stabilized aircraft.