
Subject: Uncommanded Turns When LNAV is in Use

Background Information

Boeing has received several reports of uncommanded turns when LNAV is in use. This condition has been reported on 757, 767, 747-400 and 777 airplanes. When an uncommanded turn occurs, the TO (active) waypoint was observed on the FMC CDU to have prematurely sequenced. In some cases, the ND correctly showed the TO waypoint in front of the airplane, but the waypoint symbol's color was white (indicating inactive) instead of magenta (indicating active).

This condition was usually resolved by performing a DIRECT TO to the waypoint that had prematurely sequenced.

Operating Instructions

Improper sequencing may occur when within 1 NM of the active waypoint for small route modifications, or within 4 NM of the active waypoint for modifications involving a large turn.

The following actions will limit incorrect waypoint sequencing:

- Avoid executing lateral OFFSET when approaching an active waypoint.
- Avoid entry of a vertical or lateral flight planning change when approaching an active waypoint.
- Avoid executing DIRECT TO with ABEAM selected when approaching an active waypoint.

If a premature waypoint sequence in the flight plan is observed prior to executing the flight plan mod, the mod can be erased and the waypoint sequence and associated uncommanded turn will not occur.

Should an uncommanded turn occur when using LNAV, select HDG SEL to follow the flight plan, then perform a DIRECT TO to the waypoint that had prematurely sequenced. Reengage LNAV as desired.

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