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**NATIONAL TRANSPORTATION SAFETY BOARD  
WASHINGTON, D.C.**

**EXCERPT FROM BOEING B-737  
FLIGHT CREW TRAINING MANUAL**

## AUTOMATIC FLIGHT

### PREFACE

The first portion of this Chapter covers Automatic Flight for those airplanes with the 737-200 SP-177 AFCS or the 737-300/400/500 SP-300 AFDS. For continuity, the two systems are referred to as the Automatic Flight System, or AFS, and include both the autopilot and flight director as well as the autothrottle unless specifically noted otherwise. The last portion of this Chapter contains information concerning the use of the SP-77 autopilot and typical flight director systems associated with that autopilot. The discussion portion presents information not normally included in the Operations Manual.

The procedures recommended are based on minimum crew workload, crew coordination and

operational safety and provide a basis for standardization.

In an environment that provides technology to do the work for us automatically, we are faced with a man-machine interface problem referred to as "automatic complacency."

Be synchronized with your automatic systems. Plan, program, confirm, monitor and correct if necessary. Proper monitoring of AFS modes is essential. Both pilots should monitor flight mode annunciation. Do not refer to the Mode Control Panel for mode status.

Ensure the flight director is programmed for the desired maneuver. If the flight director commands are not to be followed, it should be turned off.