[4910-13-P]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2026-4660; Project Identifier AD-2026-00423-T; Amendment 39-23387; AD 2026-13-05]

RIN 2120-AA64

Airworthiness Directives; The Boeing Company Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; request for comments.

SUMMARY: The FAA is superseding Airworthiness Directive (AD) 2026-04-05, which applied to all The Boeing Company Model 737-8, 737-9, and 737-8200 airplanes. AD 2026-04-05 required revising the existing airplane flight manual (AFM) to provide the flightcrew with operating procedures (non-normal checklists) if a certain circuit breaker in the standby power control unit (SPCU) trips. Since the FAA issued AD 2026-04-05, the FAA has determined that additional revisions to the AFM are necessary to address certain environmental control system (ECS) circuit breakers downstream of the SPCU that could also trip. This AD retains the requirements of AD 2026-04-05 and requires revising the existing AFM to provide the flightcrew with operating procedures (non-normal checklists) if certain ECS circuit breakers trip. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective [INSERT DATE 15 DAYS AFTER DATE OF PUBLICATION IN THE FEDERAL REGISTER].

The FAA must receive comments on this AD by [INSERT DATE 45 DAYS AFTER DATE OF PUBLICATION IN THE FEDERAL REGISTER].

ADDRESSES: You may send comments, using the procedures found in 14 CFR 11.43 and 11.45, by any of the following methods:

• Federal eRulemaking Portal: Go to regulations.gov. Follow the instructions for submitting comments.

• Fax: 202-493-2251.

• Mail: U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590.

• Hand Delivery: Deliver to Mail address above between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

AD Docket: You may examine the AD docket at regulations.gov by searching for and locating Docket No. FAA-2026-4660; or in person at Docket Operations between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this final rule, any comments received, and other information. The street address for Docket Operations is listed above.

FOR FURTHER INFORMATION CONTACT: Derrick Herrera, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 817-222-5140; email: derrick.r.herrera@faa.gov.

SUPPLEMENTARY INFORMATION:

Comments Invited

The FAA invites you to send any written data, views, or arguments about this final rule. Send your comments using a method listed under the ADDRESSES section. Include “Docket No. FAA-2026-4660 and Project Identifier AD-2026-00423-T” at the beginning of your comments. The most helpful comments reference a specific portion of the final rule, explain the reason for any recommended change, and include supporting

data. The FAA will consider all comments received by the closing date and may amend this final rule because of those comments.

Except for Confidential Business Information (CBI) as described in the following paragraph, and other information as described in 14 CFR 11.35, the FAA will post all comments received, without change, to regulations.gov, including any personal information you provide. The agency will also post a report summarizing each substantive verbal contact received about this final rule.

Confidential Business Information

CBI is commercial or financial information that is both customarily and actually treated as private by its owner. Under the Freedom of Information Act (FOIA) (5 U.S.C. 552), CBI is exempt from public disclosure. If your comments responsive to this AD contain commercial or financial information that is customarily treated as private, that you actually treat as private, and that is relevant or responsive to this AD, it is important that you clearly designate the submitted comments as CBI. Please mark each page of your submission containing CBI as "PROPIN." The FAA will treat such marked submissions as confidential under the FOIA, and they will not be placed in the public docket of this AD. Submissions containing CBI should be sent to Derrick Herrera, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 817-222-5140; email: derrick.r.herrera@faa.gov. Any commentary that the FAA receives that is not specifically designated as CBI will be placed in the public docket for this rulemaking.

Background

The FAA issued AD 2026-04-05, Amendment 39-23265 (91 FR 8708, February 24, 2026) (AD 2026-04-05), for all The Boeing Company Model 737-8, 737-9, and 737-8200 airplanes. AD 2026-04-05 required revising the existing AFM to provide the flightcrew with operating procedures (non-normal checklists) if a certain circuit

breaker in the SPCU trips. AD 2026-04-05 was prompted by reports of in-flight events of excessive cabin and flight deck temperatures that could not be controlled by the flightcrew using existing procedures. The FAA issued AD 2026-04-05 to address a tripped BAT BUS SECT 2 circuit breaker that could lead to an air conditioning system malfunction causing an uncontrollable, excessively high temperature in the cabin and flight deck. The unsafe condition, if not addressed, could lead to injury or incapacitation of flightcrew and passengers, which could result in the inability to maintain safe flight and landing.

Actions Since AD 2026-04-05 Was Issued

The preamble to AD 2026-04-05 specifies that the FAA considers that AD to be an interim action and that the FAA might consider further rulemaking to provide flightcrew procedures for addressing tripped ECS circuit breakers. Since the FAA issued AD 2026-04-05, the manufacturer has developed flightcrew procedures for addressing tripped ECS circuit breakers, and the FAA has determined that further rulemaking is necessary. The FAA is issuing this AD to address the unsafe condition on these products.

Explanation of Existing AFM Procedures and Procedures Required by This AD

This AD provides flightcrew procedures for a controlled descent, an attempt to reset the tripped BAT BUS SECT 2 or ECS circuit breakers, as applicable, and, if the attempt is unsuccessful, selecting engine bleed switches OFF. This AD includes five AFM procedures, as follows:

• Cabin Temperature Hot procedure, as shown in appendices 1 (retained from AD 2026-04-05) and 4 (revised from AD 2026-04-05) of this AD;

• Cabin Temperature Hot BAT BUS Sect 2 Circuit Breaker Trips procedure, as shown in appendix 2 of this AD (retained from AD 2026-04-05);

• PACK procedure, as shown in appendix 3 of this AD (retained from AD 2026-04-05);

• Cabin Temperature Hot PACK CONT VALVES RIGHT or LEFT Circuit Breaker Trips, as shown in appendix 5 of this AD (new since AD 2026-04-05); and

• ZONE TEMP procedure, which currently exists in the quick reference handbook (QRH) but not in the existing AFM, as shown in appendix 6 of this AD (new since AD 2026-04-05).

FAA's Determination

The FAA is issuing this AD because the agency has determined the unsafe condition described previously is likely to exist or develop in other products of the same type design.

AD Requirements

This AD retains all requirements of AD 2026-04-05. This AD also requires revising the Operating Procedures section of the existing AFM to provide the flightcrew with non-normal checklists if the ECS circuit breakers downstream of the SPCU trip.

Interim Action

The FAA considers this AD to be an interim action. The manufacturer is currently developing a modification to address the unsafe condition identified in this AD. Once this modification is developed, FAA-approved, and available, the FAA might consider additional rulemaking.

Justification for Immediate Adoption and Determination of the Effective Date

Section 553(b) of the Administrative Procedure Act (APA) (5 U.S.C. 551 *et seq.*) authorizes agencies to dispense with notice and comment procedures for rules when the agency, for "good cause," finds that those procedures are "impracticable, unnecessary, or contrary to the public interest." Under this section, an agency, upon finding good cause, may issue a final rule without providing notice and seeking comment prior to issuance. Further, section 553(d) of the APA authorizes agencies to make rules effective in less than thirty days, upon a finding of good cause.

An unsafe condition exists that requires the immediate adoption of this AD without providing an opportunity for public comments prior to adoption. The FAA has found that the risk to the flying public justifies forgoing notice and comment prior to adoption of this rule because a tripped BAT BUS SECT 2 or ECS circuit breaker, and resulting effects on the cabin environment that cannot be controlled via normal procedures, could lead to injury or incapacitation of flightcrew and passengers, which could result in the inability to maintain safe flight and landing. Additionally, the compliance time in this AD is shorter than the time necessary for the public to comment and for publication of the final rule. Accordingly, notice and opportunity for prior public comment are impracticable and contrary to the public interest pursuant to 5 U.S.C. 553(b).

In addition, the FAA finds that good cause exists pursuant to 5 U.S.C. 553(d) for making this amendment effective in less than 30 days, for the same reasons the FAA found good cause to forgo notice and comment.

Regulatory Flexibility Act

The requirements of the Regulatory Flexibility Act (RFA) do not apply when an agency finds good cause pursuant to 5 U.S.C. 553 to adopt a rule without prior notice and comment. Because the FAA has determined that it has good cause to adopt this rule without notice and comment, RFA analysis is not required.

Costs of Compliance

The FAA estimates that this AD affects 825 airplanes of U.S. registry. The FAA estimates the following costs to comply with this AD:

Estimated costs

Action	Labor cost	Parts cost	Cost per product	Cost on U.S. operators
AFM Revision (retained actions from AD 2026-04-05)	1 work-hour X $85 per hour = $85	$0	$85	$70,125
AFM Revision (new AD action)	1 work-hour X $85 per hour = $85	$0	$85	$70,125

Authority for this Rulemaking

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. Subtitle I, section 106, describes the authority of the FAA Administrator. Subtitle VII: Aviation Programs describes in more detail the scope of the Agency's authority.

The FAA is issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, Section 44701: General requirements. Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

Regulatory Findings

This AD will not have federalism implications under Executive Order 13132. This AD will not have a substantial direct effect on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government.

For the reasons discussed above, I certify that this AD:

(1) Is not a "significant regulatory action" under Executive Order 12866, and

(2) Will not affect intrastate aviation in Alaska.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

The Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA amends 14 CFR part 39 as follows:

PART 39 - AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

2. The FAA amends § 39.13 by:

a. Removing Airworthiness Directive (AD) 2026-04-05, Amendment 39-23265 (91 FR 8708, February 24, 2026); and

b. Adding the following new AD:

2026-13-05 The Boeing Company: Amendment 39-23387; Docket No. FAA-2026-4660; Project Identifier AD-2026-00423-T.

(a) Effective Date

This airworthiness directive (AD) is effective [INSERT DATE 15 DAYS AFTER DATE OF PUBLICATION IN THE FEDERAL REGISTER].

(b) Affected ADs

This AD replaces AD 2026-04-05, Amendment 39-23265 (91 FR 8708, February 24, 2026) (AD 2026-04-05).

(c) Applicability

This AD applies to all The Boeing Company Model 737-8, 737-9, and 737-8200 airplanes, certificated in any category.

(d) Subject

Air Transport Association (ATA) of America Code 21, Air conditioning.

(e) Unsafe Condition

This AD was prompted by reports of in-flight events of excessive cabin and flight deck temperatures that could not be controlled by the flightcrew using existing procedures. The FAA is issuing this AD to address a tripped BAT BUS SECT 2 or environmental control systems (ECS) circuit breaker that could lead to an air conditioning system malfunction causing an uncontrollable, excessively high temperature in the cabin and flight deck. The unsafe condition, if not addressed, could lead to injury or incapacitation of flightcrew and passengers, which could result in the inability to maintain safe flight and landing.

(f) Compliance

Comply with this AD within the compliance times specified, unless already done.

(g) Retained Revision of Existing Airplane Flight Manual (AFM), with a New Terminating Action for Appendix 1

This paragraph restates the requirements of paragraph (g) of AD 2026-04-05, with a new terminating action for appendix 1 of this AD. Within 30 days after February 24, 2026 (the effective date of AD 2026-04-05), revise the Operating Procedures section of the existing AFM to include the information specified in appendices 1 through 3 of this AD. This may be done by inserting a copy of appendices 1 through 3 of this AD into the AFM. Accomplishing the revision of the existing AFM required by paragraph (h)(1) of this AD terminates the requirement of this paragraph to include the information specified in appendix 1 of this AD in the existing AFM.

(h) New Revision of Existing AFM

Within 30 days after the effective date of this AD, revise the Operating Procedures section of the existing AFM as required in paragraphs (h)(1) and (2) of this AD.

(1) Replace the information specified in appendix 1 of this AD with the information specified in appendix 4 of this AD. This may be done by removing a copy of appendix 1 of this AD from the existing AFM and inserting a copy of appendix 4 of this AD into the existing AFM. Accomplishing the revision required by this paragraph terminates the requirement of paragraph (g) of this AD to include the information specified in appendix 1 of this AD in the existing AFM.

(2) Include the information specified in appendices 5 and 6 of this AD. This may be done by inserting a copy of appendices 5 and 6 of this AD into the existing AFM.

(i) Alternative Methods of Compliance (AMOCs)

(1) The Manager, AIR-520, Continued Operational Safety Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or responsible Flight Standards Office, as appropriate. If sending information directly to the manager of the certification office, send it to the attention of the person identified in paragraph (j) of this AD. Information may be emailed to: AMOC@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the responsible Flight Standards Office.

(2) An AMOC that provides an acceptable level of safety may be used for any repair, modification, or alteration required by this AD if it is approved by The Boeing Company Organization Designation Authorization (ODA) that has been authorized by the Manager, AIR-520, Continued Operational Safety Branch, FAA, to make those findings. To be approved, the repair method, modification deviation, or alteration deviation must meet the certification basis of the airplane, and the approval must specifically refer to this AD.

(j) Additional Information

For more information about this AD, contact Derrick Herrera, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 817-222-5140; email: derrick.r.herrera@faa.gov.

(k) Material Incorporated by Reference

None.

Appendix 1 of AD 2026-13-05 - Cabin Temperature Hot Procedure

(As Required by AD 2026-04-05)

Cabin Temperature Hot

Condition: Flight deck or passenger cabin temperature is excessively hot.
The temperature can cause incapacitation.

Objective: To regain temperature control. If unable to regain control, to descend and configure to provide alternate ventilation.

1. Choose one:

- BAT BUS SECT 2 circuit breaker **is** tripped:

  Plan to land at the nearest suitable airport.

  Note: The BAT BUS SECT 2 circuit breaker is located on the P-6 SPCU panel behind the First Officer and near the R3 window.

  Go to the Cabin Temperature Hot BAT BUS SECT 2 Circuit Breaker Trips procedure.

  End of Procedure.

- BAT BUS SECT 2 circuit breaker is **not** tripped:

  Go to step 2

2. Choose one:

- **Flight deck** temperature is excessively hot:

  Go to step 3

- **Passenger cabin** temperature is excessively hot:

  Go to step 10

3. TRIM AIR switch . . . . . OFF

4. **Wait** 1 minute.

5. Choose one:

- Air from the flight deck outlets is still **excessively hot**:

  Go to step 6

- Air from the flight deck outlets is **becoming cooler**:

  The flight deck temperature gradually cools.

Continued on next page

End of Procedure.

6. ISOLATION VALVE switch . . . . . CLOSE

7. L PACK switch . . . . . OFF

8. **Wait** 1 minute.

9. Choose one:

- Air from the flight deck outlets is still **excessively hot**:

  Go to step 17

- Air from the flight deck outlets is **becoming cooler**:

  The flight deck temperature gradually cools.

  End of Procedure.

10. TRIM AIR switch . . . . . OFF

11. **Wait** 1 minute.

12. Choose one:

- Air from the passenger cabin outlets is still too **warm**:

  Go to step 13

- Air from the passenger cabin outlets is **cool**:

  The passenger cabin temperature gradually cools.

  End of Procedure.

13. ISOLATION VALVE switch . . . . . CLOSE

14. R PACK switch . . . . . OFF

15. **Wait** 1 minute.

16. Choose one:

- Air from the passenger cabin outlets is still too **warm**:

  Go to step 17

Continued on next page

- Air from the passenger cabin outlets is **cool**:

  The passenger cabin temperature gradually cools.

End of Procedure.

17. Start a descent to the lowest safe altitude, or 10,000 feet, whichever is higher. Use the speedbrakes to increase the rate of descent, if needed. Monitor cabin altitude and rate.

18. R RECIRC FAN switch . . . . . AUTO

19. L RECIRC FAN switch . . . . . OFF

20. Minimize the flight deck lighting intensity.

21. Open the flight deck door.

22. **During** daylight:

    Use flight deck window shades, as needed.

    Instruct the cabin crew to close cabin window shades.

23. Instruct the cabin crew to turn off in-flight entertainment systems (if installed).

24. Advise the cabin crew that the cabin lighting will be extinguished, but passenger reading lights will continue to work.

25. CAB/UTIL switch (if installed) . . . . . OFF

26. IFE/PASS SEAT switch (if installed) . . . . . OFF

27. GALLEY switch (if installed) . . . . . OFF

28. **When** at level off:

    Maintain 290 knots minimum. Flight deck and passenger cabin temperatures can increase rapidly at speeds below 290 knots.

29. Choose one:

    - Airplane altitude is **at or below 10,000 feet**:

      Go to step 30

    - Airplane altitude is **above 10,000 feet**:

      Don oxygen masks.

Continued on next page

Establish crew communications.

Go to step 30

30. PACK switch (operating pack) . . . . . OFF

Do **not** accomplish the following procedure:

PACK

31. Pressurization mode selector . . . . . MAN

32. **Precaution!** Use momentary actuation of the outflow valve switch to avoid large and rapid pressurization changes.

Outflow VALVE switch . . . . . Move to OPEN until the outflow VALVE indication shows fully open

This step increases airplane ventilation.

33. Plan to land at the nearest suitable airport.

End of Procedure.

Appendix 2 to AD 2026-13-05 - Cabin Temperature Hot BAT BUS SECT 2 Circuit Breaker Trips Procedure

(As Required by AD 2026-04-05)

Cabin Temperature Hot BAT BUS SECT 2 Circuit Breaker Trips

If A/P B is engaged, the red **A/P P/RST** disengage warning light illuminates.
Also, all of the following amber caution lights illuminate:

- **PACK** (both)
- **STANDBY PWR OFF**
- **REVERSER LIMITED** (Engine 2)
- **ZONE TEMP** (CONT, FWD and AFT)

Condition: BAT BUS SECT 2 circuit breaker is tripped resulting in excessive cabin and flight deck temperatures.

1. Plan to land at the nearest suitable airport.

2. Start a descent to the lowest safe altitude or 10,000 feet, whichever is higher.

3. **Wait** approximately 2 minutes after the BAT BUS SECT 2 circuit breaker trips. The 2 minutes begin when the Master Caution and the related flight deck effects initially occur.

Caution! After waiting 2 minutes, do not delay resetting the circuit breaker to ensure the cabin and flight deck temperatures do not continue to increase and become excessively hot.

4. **Precaution!** When the BAT BUS SECT 2 circuit breaker is reset, pack overheat protection is restored. This closes one or both pack valves if a pack overheat condition is present. If both pack valves close, cabin and flight deck airflow supply stops and cabin altitude begins to climb.

   BAT BUS SECT 2 circuit breaker . . . . . Reset

Caution! Do not reset circuit breaker more than one time.

5. Monitor cabin altitude

6. **If** at anytime a cabin altitude warning occurs:
   Go to the CABIN ALTITUDE WARNING or Rapid Depressurization procedure

7. Choose one:

   - BAT BUS SECT 2 circuit breaker **trips** again:

     Cabin and flight deck temperatures cannot be controlled and become excessively hot.

     Go to step 10

   - BAT BUS SECT 2 circuit breaker does **not** trip again:

     Go to step 8

8. **If** at anytime the BAT BUS SECT 2 circuit breaker subsequently trips during the flight, return to step 10 of this procedure.

Continued on next page

9. **If** one or both pack lights illuminate:
   Go to the PACK procedure

Note: Even if one or both packs reset, plan to land at the nearest suitable airport.

End of Procedure.

10. BLEED air switches (both) . . . . . OFF

    This step prevents hot air from entering the cabin and flight deck.
    This step also causes a loss of cabin pressure.

11. APU switch . . . . . OFF

Caution! Do not run the APU. An APU fire would not be detected and the APU would continue to run.

12. Avoid icing conditions where wing anti-ice is needed.

13. Establish alternate interphone communications.

    The airplane interphone, call system (chimes) and Passenger Address (PA) are inoperative.

Note: Consider opening the flight deck door for crew communication.

14. Pressurization mode selector . . . . . AUTO or ALTN

    Select AUTO unless the automatic pressurization mode has failed.

15. **After** level off, set the Landing Altitude (LAND ALT) indicator to 1,000 feet above airplane altitude.

    This step opens the outflow valve causing the cabin altitude to climb and improves airplane ventilation.

Note: Do not reset the pressurization to the landing altitude to ensure the outflow valve remains open.

16. **After** level off, maintain 290 KIAS minimum.

    This step prevents cabin and flight deck temperatures from increasing. It also ventilates hot air from the cabin and flight deck through the open outflow valve.

Note: Cabin and flight deck temperatures can increase with a high passenger count.

17. Avoid high rates of descent for passenger comfort.

18. Do **not** accomplish the following procedures:

    Cabin Temperature Hot

Continued on next page

PACK

ZONE TEMP

19. Review all warning lights, caution lights and other alerts, and do other procedures as needed.

End of Procedure.

Appendix 3 of AD 2026-13-05 - PACK Procedure

(As Required by AD 2026-04-05)

PACK

The amber **PACK** caution light illuminates.

Condition: One or more of these occur:

- The primary and standby pack controls are failed
- A pack overheat
- A flow control valve failed closed
- An incorrect pack switch configuration after takeoff.

1. Choose one:
   - **Both** PACK lights are **illuminated**:

     Go to step 2

   - **A single** PACK light is **illuminated:**

     Go to step 7

2. Choose one:
   - **Both** PACK switches are in the **OFF** position:

     Go to step 3

   - **A single or both** PACK switches are in the **AUTO or HIGH** position:

     Go to step 7

3. L PACK switch . . . . . AUTO

4. ISOLATION VALVE switch . . . . . Verify AUTO

5. **Precaution!** Allow cabin rate to stabilize before placing R PACK switch to AUTO.

   R PACK switch . . . . . AUTO

6. Choose one:
   - **Both** PACK lights are **extinguished:**

     End of Procedure.

   - **A single or both** PACK lights **stay illuminated:**

     Go to step 7

7. Temperature selectors (all) . . . . . Select warmer temperature

Continued on next page

This step reduces the workload on the affected air conditioning pack.

8. TRIP RESET switch . . . . . Push

If the PACK light illuminated as a result of the pack temperature exceeding limits, the light extinguishes if the pack temperature has cooled below limits.

9. Choose one:

- **Both** PACK lights are **extinguished**:

  Continue normal operation.

  End of Procedure.

- **A single** PACK light **stays illuminated**:

  ISOLATION VALVE switch . . . . . CLOSE

  PACK switch (affected side) . . . . . OFF

  This causes the operating pack to regulate to high flow in flight with flaps up.

  End of Procedure.

- **Both** PACK lights **stay illuminated**:

  Note: Both pack valves may have closed resulting in a gradual loss of cabin pressure and an eventual CABIN ALTITUDE warning.

  Go to step 10

10. Descend to the lowest safe altitude, or 10,000 feet, whichever is higher. Monitor cabin altitude and rate.

11. **When** at level off:

Maintain 290 knots minimum. Flight deck and cabin temperatures may increase rapidly at speeds below 290 knots.

12. Choose one:

- Airplane altitude is **at or below 10,000 feet**:

  Go to step 13

- Airplane altitude is **above 10,000 feet**:

Continued on next page

Don oxygen masks.

Establish crew communications.

Go to step 13

13. Pressurization mode selector . . . . . MAN

14. **Precaution!** Use momentary actuation of the outflow valve switch to avoid large and rapid pressurization changes.

    Outflow VALVE switch . . . . . Move to OPEN until the outflow VALVE indication shows fully open

    This step increases airplane ventilation.

15. R RECIRC FAN switch . . . . . AUTO

16. L RECIRC FAN switch . . . . . OFF

17. Minimize the flight deck lighting intensity.

18. Open the flight deck door.

19. **During** daylight:

    Use flight deck window shades, as needed.

    Instruct the cabin crew to close cabin window shades.

20. Advise the cabin crew that the cabin lighting will be extinguished, but passenger reading lights will continue to work.

21. CAB/UTIL switch (if installed) . . . . . OFF

22. IFE/PASS SEAT switch (if installed) . . . . . OFF

23. Plan to land at the nearest suitable airport.

End of Procedure.

Appendix 4 of AD 2026-13-05 - New Cabin Temperature Hot Procedure

(As Required by AD 2026-13-05)

Cabin Temperature Hot

Condition: Flight deck or passenger cabin temperature is excessively hot.
The temperature can cause incapacitation.

Objective: To regain temperature control. If unable to regain control, to descend and configure to provide alternate ventilation.

1. Choose one:

   - BAT BUS SECT 2 circuit breaker **is** tripped:

     Plan to land at the nearest suitable airport.

     Note: The BAT BUS SECT 2 circuit breaker is located on the P6 SPCU panel behind the First Officer and near the R3 window.

     Go to the Cabin Temperature Hot BAT BUS SECT 2 Circuit Breaker Trips procedure.

     End of Procedure.

   - BAT BUS SECT 2 circuit breaker is **not** tripped:

     Go to step 2

2. Choose one:

   - PACK CONT VALVES RIGHT **or** LEFT circuit breaker **is** tripped:

     Note: The PACK CONT VALVES RIGHT or LEFT circuit breakers are located on the P6-4 panel behind the First Officer. The right is located at C5 and the left is at C6.

     Go to the Cabin Temperature Hot PACK CONT VALVES RIGHT or LEFT Circuit Breaker Trips procedure.

     End of Procedure.

   - PACK CONT VALVES RIGHT **and** LEFT circuit breakers are **not** tripped:

     Go to step 3

3. Choose one:

   - **Flight deck** temperature is excessively hot:

     Go to step 4

   - **Passenger cabin** temperature is excessively hot:

     Go to step 11

4. TRIM AIR switch . . . . . OFF

Continued on next page

Section Cabin Temperature Hot, continued from previous page

5. **Wait** 1 minute.

6. Choose one:

- Air from the flight deck outlets is still **excessively hot**:

  Go to step 7

- Air from the flight deck outlets is **becoming cooler**:

  The flight deck temperature gradually cools.

  End of Procedure.

7. ISOLATION VALVE switch . . . . . CLOSE

8. L PACK switch . . . . . OFF

9. **Wait** 1 minute.

10. Choose one:

- Air from the flight deck outlets is still **excessively hot**:

  Go to step 18

- Air from the flight deck outlets is becoming **cooler**:

  The flight deck temperature gradually cools.

  End of Procedure.

11. TRIM AIR switch . . . . . OFF

12. **Wait** 1 minute.

13. Choose one:

- Air from the passenger cabin outlets is still too **warm**:

  Go to step 14

- Air from the passenger cabin outlets is **cool**:

  The passenger cabin temperature gradually cools.

  End of Procedure.

Continued on next page

14. ISOLATION VALVE switch . . . . . CLOSE

15. R PACK switch . . . . . OFF

16. **Wait** 1 minute.

17. Choose one:

    - Air from the passenger cabin outlets is still too **warm**:

      Go to step 18

    - Air from the passenger cabin outlets is **cool**:

      The passenger cabin temperature gradually cools.

      End of Procedure.

18. Start a descent to the lowest safe altitude, or 10,000 feet, whichever is higher. Use the speedbrakes to increase the rate of descent, if needed. Monitor cabin altitude and rate.

19. R RECIRC FAN switch . . . . . AUTO

20. L RECIRC FAN switch . . . . . OFF

21. Minimize the flight deck lighting intensity.

22. Open the flight deck door.

23. **During** daylight:

    Use flight deck window shades, as needed.

    Instruct the cabin crew to close cabin window shades.

24. Instruct the cabin crew to turn off in-flight entertainment systems (if installed).

25. Advise the cabin crew that the cabin lighting will be extinguished, but passenger reading lights will continue to work.

26. CAB/UTIL switch (if installed) . . . . . OFF

27. IFE/PASS SEAT switch (if installed) . . . . . OFF

28. GALLEY switch (if installed) . . . . . OFF

29. **When** at level off:

    Maintain 290 knots minimum. Flight deck and passenger cabin temperatures can increase rapidly at speeds below 290 knots.

Continued on next page

Section Cabin Temperature Hot, continued from previous page

30. Choose one:

- Airplane altitude is **at or below 10,000 feet**:

  Go to step 31

- Airplane altitude is **above 10,000 feet**:

  Don oxygen masks.

  Establish crew communications.

  Go to step 31

31. PACK switch (operating pack) . . . . . OFF

Do **not** accomplish the following procedure:

PACK

32. Pressurization mode selector . . . . . MAN

33. **Precaution!** Use momentary actuation of the outflow valve switch to avoid large and rapid pressurization changes.

Outflow VALVE switch . . . . . Move to OPEN until the outflow VALVE indication shows fully open

This step increases airplane ventilation.

34. Plan to land at the nearest suitable airport.

End of Procedure.

Appendix 5 of AD 2026-13-05 - Cabin Temperature Hot PACK CONT VALVES RIGHT or LEFT Circuit Breaker Trips Procedure

Section Cabin Temperature Hot PACK CONT VALVES RIGHT or LEFT Circuit Breaker Trips, continued from previous page

9. ISOLATION VALVE . . . . . CLOSE

10. BLEED 1 air switch . . . . . OFF

This step prevents hot air from entering the flight deck.

11. R PACK switch . . . . . HIGH

Note: R PACK switch can remain in HIGH for approach and landing.

12. Open the flight deck door to ventilate flight deck with cooler cabin air, if needed.

Go to step 16

13. ISOLATION VALVE . . . . . CLOSE

14. BLEED 2 air switch . . . . . OFF

This step prevents hot air from entering the cabin.

15. L PACK switch . . . . . HIGH

Note: L PACK switch can remain in HIGH for approach and landing.

16. Choose one:

- Cabin **and** flight deck temperatures **can** be controlled:

  Go to step 17

- Cabin **or** flight deck temperature **cannot** be controlled:

  Plan to land at the nearest suitable airport.

  Go to step 17

17. Do **not** accomplish the following procedures:

Cabin Temperature Hot

PACK

ZONE TEMP

End of Procedure.

Appendix 6 of AD 2026-13-05 - ZONE TEMP procedure

(As Required by AD 2026-13-05)

ZONE TEMP

The amber **ZONE TEMP** caution light illuminates.

Condition: One or more of these occur:

- A zone duct overheat
- Flight deck temperature control is failed.

1. Temperature selector (affected cabin) . . . . . Select a cooler temperature

   This step prevents the trim air modulating valve from returning to an overheat condition.

2. TRIP RESET switch . . . . . Push

   The ZONE TEMP light extinguishes if the duct temperature has cooled below limits.

3. Monitor duct temperature.

   If the duct temperature increases rapidly, set the TRIM AIR switch to OFF.

4. Choose one:

   - Affected cabin temperature is excessively high:

     Go to the Cabin Temperature Hot procedure.

     End of Procedure.

   - Affected cabin temperature is normal:

     End of Procedure.

Issued on June 26, 2026.

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[FR Doc. 2026-13241 Filed: 6/29/2026 11:15 am; Publication Date: 7/1/2026]