

Business Search Database, AMS estimates that 21 out of the 23 current participants can be considered “small entities.”

In analyzing the current economic impact on small entities, AMS could only deduce positive economic impact based on rate of eligible consumption. That is, this program does not impose new regulations on textile mills; rather, it is designed to provide them with economic assistance. Small textile mill participants in the EAATM program will not be unduly or disproportionately burdened. Textile mills of all sizes benefit proportionately from the program, as it provides a payment per pound of cotton consumed to encourage domestic consumption of cotton. This action merely increases the payment rate from \$0.03 to \$0.05 per pound of eligible consumption and does not impose any new requirements.

The definition of an eligible participant in reference to the EAATM program is someone regularly engaged in opening bales of eligible upland cotton for the purposes of spinning cotton into yarn, paper making, or production of non-woven cotton products in the United States, and who has entered into an agreement with the CCC to participate in the upland cotton user program. Participants may be public or private nonprofit entities. All entities that meet the program’s definition of “eligible domestic user” and submit a monthly application indicating consumed bales of upland cotton, regardless of size, can voluntarily participate and benefit from the EAATM program. The application asks only for information that is part of normal business records. Program provisions are administered without regard for business size. The information collection burden for eligible participants is minimal as they must only complete the domestic user agreement with the textile mill’s monthly consumption report. The voluntary nature of the program allows any eligible participant to stop participating if they find program participation causes an undue or disproportionate burden.

Executive Order 12866

The Office of Management and Budget (OMB) designated this rule as not significant under Executive Order 12866, “Regulatory Planning and Review.” Therefore, OMB has not reviewed this rule.

Executive Order 12988

This final rule was reviewed under Executive Order 12988, “Civil Justice Reform.” This rule will not preempt

State or local laws, regulations, or policies unless they represent an irreconcilable conflict with this rule. The final rule is not intended to have retroactive effect. Before any judicial actions may be brought regarding the provisions of this rule, administrative appeal provisions of 7 CFR parts 11 and 780 must be exhausted.

Executive Order 13175

This final rule was reviewed under Executive Order 13175, “Consultation and Coordination with Indian Tribal Governments,” which requires agencies to consider whether their rulemaking actions have Tribal implications. AMS has determined that this final rule is unlikely to have substantial direct effects on one or more Indian Tribes, on the relationship between the Federal Government and Indian Tribes, or on the distribution of power and responsibilities between the Federal Government and Indian Tribes.

E-Government Act

USDA is committed to complying with the E-Government Act (44 U.S.C. 3601 *et seq.*) by promoting the use of the internet and other information technologies to provide increased opportunities for citizen access to Government information and services, and for other purposes.

List of Subjects in 7 CFR Part 870

Agricultural commodities, Cotton, Reporting and recordkeeping requirements.

For the reasons set forth in the preamble, AMS amends 7 CFR part 870 as follows:

PART 870—ECONOMIC ADJUSTMENT ASSISTANCE FOR TEXTILE MILLS

- 1. The authority citation for part 870 continues to read as follows:

Authority: 7 U.S.C. 9037(c).

§ 870.9 [Amended]

- 2. Amend § 870.9(a) by removing the number “3” and adding the number “5” in its place.

Melissa Bailey,

Associate Administrator, Agricultural Marketing Service.

[FR Doc. 2026–03645 Filed 2–23–26; 8:45 am]

BILLING CODE 3410–02–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2026–1332; Project Identifier AD–2026–00084–T; Amendment 39–23265; AD 2026–04–05]

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 adopting a new airworthiness directive (AD) for all The Boeing Company Model 737–8, 737–9, and 737–8200 airplanes. 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. This AD requires 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. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective February 24, 2026.

The FAA must receive comments on this AD by April 10, 2026.

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](https://www.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](https://www.regulations.gov) by searching for and locating Docket No. FAA–2026–1332; 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-2026-1332 and Project Identifier AD-2026-00084-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](https://www.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 has received two reports of in-flight events of excessive cabin and flight deck temperatures that could not be controlled by the flightcrew using

existing procedures. An investigation found these events resulted from the BAT BUS SECT 2 circuit breaker (CB3062) on the SPCU tripping. The SPCU gives automatic and manual control of the battery and standby buses. The BAT BUS SECT 2 provides power to air conditioning and cabin pressure functions, including the left and right pack flow control valve solenoids (On/Off), left and right pack overheat protection circuits, zone supply duct overheat protection circuits, and cabin pressure manual mode control. The BAT BUS SECT 2 circuit breaker trip causes an unintended erroneous electrical ground signal to the smart ram air door actuators (SRADAs), which in turn causes both ram air deflector doors to extend (close), thus reducing cooling airflow to the air conditioning heat exchangers. The reduced airflow causes insufficient cooling of the hot bleed air, which causes both packs to supply excessively hot air to the cabin and flight deck. This air conditioning system malfunction could cause an uncontrollable, excessively high temperature in the cabin and flight deck. This 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. 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 circuit breaker and, if that attempt is unsuccessful, selecting engine bleed switches OFF. This AD includes three AFM procedures, one of which is revised (Cabin Temperature Hot procedure) as shown in Appendix 1 of this AD, another of which is new (Cabin Temperature Hot BAT BUS Sect 2 Circuit Breaker Trips procedure) as shown in Appendix 2 of this AD, and the other procedure currently exists in the quick reference handbook (QRH) but not in the existing AFM (PACK procedure) as shown in Appendix 3.

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 requires revising the Operating Procedures section of the existing AFM to provide the flightcrew

with non-normal checklists if the BAT BUS SECT 2 circuit breaker in the SPCU trips.

Interim Action

The FAA considers this AD to be an interim action. An assessment of the SPCU found that two environmental control system (ECS) circuit breakers (C262 and C263) downstream of the SPCU may also trip. The FAA is considering further rulemaking to provide flightcrew procedures for addressing tripped ECS circuit breakers. Additionally, 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 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 771 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	1 work-hour × \$85 per hour = \$85	\$0	\$85	\$65,535

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 adding the following new airworthiness directive:

2026–04–05 The Boeing Company:
Amendment 39–23265; Docket No. FAA–2026–1332; Project Identifier AD–2026–00084–T.

(a) Effective Date

This airworthiness directive (AD) is effective February 24, 2026.

(b) Affected ADs

None.

(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 24, Electrical Power.

(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 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) Revision of Existing Airplane Flight Manual (AFM)

Within 30 days after the effective date of this AD, 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.

(h) 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 (i) 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.

(i) 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*

(j) Material Incorporated by Reference

None.

BILLING CODE 4910–13–P

Appendix 1 of AD 2026-04-05—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

Section Cabin Temperature Hot, continued from previous 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

Section Cabin Temperature Hot, continued from previous 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

Section Cabin Temperature Hot, continued from previous 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 2026-04-05—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:

- o BAT BUS SECT 2 circuit breaker trips again:

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

Go to step 10

- o 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

Section Cabin Temperature Hot BAT BUS SECT 2 Circuit Breaker Trips, continued from previous 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

Section Cabin Temperature Hot BAT BUS SECT 2 Circuit Breaker Trips, continued from previous

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 2026-04-05—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 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

Section PACK, continued from previous 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

Section PACK, continued from previous 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.

Issued on February 17, 2026.

Lona C. Saccomando,

Acting Deputy Director, Integrated Certificate Management Division, Aircraft Certification Service.

[FR Doc. 2026-03615 Filed 2-20-26; 4:15 pm]

BILLING CODE 4910-13-C