

## Continued Airworthiness Notification to the International Community

**To:** Civil Aviation Authorities

Date: March 25, 2020

**From:** Federal Aviation Administration  
Aircraft Certification Service  
Compliance & Airworthiness Division, AIR-700

**Subject:** This message provides information regarding the FAA's continued operational safety activities related to revised flightcrew procedures for hot flight deck or cabin temperatures under certain conditions on The Boeing Company (Boeing) Model 757 airplanes and Model 767-200, -300, and -300F series airplanes.

**Situation description:** Boeing has informed the FAA of excessively high flight deck or cabin temperatures caused by a loss of power or open circuit breaker on the pack flow control assembly combined with a PACK OFF selection. This combination can drive a single pack into full hot output, which results in the pack operating hot without indication, and without overheat protection. This condition, if not addressed, could result in excessively high flight deck temperatures, which may inhibit safe operation of the airplane by the flightcrew and contribute to loss of continued safe flight and landing. It could also result in excessively high cabin temperatures, which may cause physiological distress to passengers and cabin crew. The FAA issued a noticed of proposed rulemaking (NPRM), which published in the Federal Register on August 20, 2019 (84 FR 43080).

**Aircraft/engine make, model, and series:** The Boeing Company Model 757 airplanes and Model 767-200, -300, and -300F series airplanes

**U.S.-registered fleet:** 866 airplanes; **Worldwide fleet:** 1,465 airplanes

**Operators (Model 757):** Aer Lingus, Air Astana, Air China Cargo, Air Transport International, American Airlines, Asia Pacific Airlines, ASL Airlines Belgium, AviaStar-TU, Azerbaijan Airlines, Azur Air, Blue Dart Aviation, Cabo Verde Airlines, Cargojet Airways, China Postal Airlines, Condor Flugdienst, Cygnus Air, Delta Air Lines, DHL Aero Expreso, DHL Air, European Air Transport Leipzig, FedEx, Icelandair, Jet2, Morningstar Air Express, National Airlines, Privilege Style, Raya Airways, Royal Flight, SCAT Airlines, SF Airlines, Sunday Airlines, Taban Air, TUI Airways UK, Titan Airways, Turkmenistan Airlines, United Airlines, UPS Airlines, Uzbekistan Airways

**Operators (Model 767):** 21 Air, ABX Air, Aeronexus, AeroUnion, Air Algérie, Air Astana, Air Canada, Air Canada Rouge, Air Do, Air Italy, Air Japan, Air Niugini, Air Transport International, Air Zimbabwe, All Nippon Airways, Amazon.com, American Airlines, Amerijet International, Asia Atlantic Airlines, Asiana Airlines, ASL Airlines Belgium, Atlas Air, Austrian Airlines, Azerbaijan Airlines, Blue Panorama Airlines, Boliviana de Aviación, British Airways, Cabo Verde Airlines, Cargojet, Condor Flugdienst, DHL Air UK, EuroAtlantic Airways, Delta Air Lines, DHL International Aviation ME, Eastern Airlines, El Al, Ethiopian Airlines, Express Freighters Australia, FedEx Express, Fly Jamaica Airways, Hawaiian Airlines, Icelandair, Iraqi Airways, Japan Airlines, Jordan Aviation, Katekavia, LATAM Airlines Argentina, LATAM Airlines Brazil, LATAM Airlines Chile, LATAM Airlines Colombia, LATAM Cargo, LATAM Cargo Chile, LATAM Cargo Colombia, MIAT Mongolian Airlines, NEOS, Omni Air International, Pegas Fly, Polar Air Cargo, Privilege Style, Raya Airways, Royal Air Maroc, Royal Flight, SF Airlines, Star Air, Sunday Airlines, TAM Cargo, Titan Airways, TUI Airlines Netherlands, TUI Airways, TUI fly Belgium, Ukraine International Airlines, United Airlines, UPS Airlines, UTair Aviation, Uzbekistan Airways, West Atlantic, WestJet

**Ongoing activities:** The FAA is in the process of issuing a final rule after notice (FRAN) airworthiness directive to require revising certificate limitations and operating procedures of the airplane flight manual (AFM) to provide the flightcrew with procedures for hot flight deck or cabin temperatures to follow under certain conditions. When the FAA issues the final rule it will require operational changes to the affected aircraft, and civil aviation authorities with these aircraft on their registry should take actions they deem necessary to assure their Air Carriers adopt the referenced procedures.

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