

## Continued Airworthiness Notification to the International Community

**To:** Civil Aviation Authorities

Date: August 4, 2021

**From:** Federal Aviation Administration  
Aircraft Certification Service  
Compliance & Airworthiness Division

**Subject:** This message is to advise you of the Federal Aviation Administration (FAA) ongoing continued operational safety activities related to the potential reduced aft cargo compartment fire suppression capability on Boeing Model 737-8, 737-9, 737-8200, 737-800, and 737-900ER series airplanes.

**Situation description:** After receiving reports from Boeing, the FAA determined that the aft cargo compartment fire suppression capability may be reduced if an affected airplane is dispatched or released with failed electronic flow control of air conditioning packs, as is currently allowed by the FAA-approved master minimum equipment list (MMEL). The MMEL allowance can result in the inability to contain a fire in the aft cargo compartment due to increased air leakage that degrades the fire suppression performance. The increased leakage could result in insufficient concentration of Halon fire suppressant in the aft cargo compartment, which may lead to the inability to contain a fire for the time necessary to divert to a suitable airport.

To address this unsafe condition, the FAA has determined it is necessary to prohibit the carriage of cargo in the aft cargo compartment when the airplane is dispatched or released with failed electronic flow control of air conditioning packs, unless the aft cargo compartment remains empty, or is verified by the operator to contain only non-combustible and/or non-flammable empty cargo handling equipment, ballast, and/or fly-away kits. An operator's FAA-approved minimum equipment list (MEL) defines which items are approved for inclusion in the fly-away kits, and which materials may be used as ballast.

**Aircraft/engine make, model, and series:** All Boeing Model 737-8, 737-9, and 737-8200 (737 MAX) airplanes; and certain Model 737-800 and 737-900ER series airplanes

**U.S.-registered fleet:** 663 airplanes; **Worldwide fleet:** 2,204 airplanes

**Operators:** 9 Air, Aerolineas Argentinas, Aeromexico, Air Canada, Air China Chongqing Branch, Air China Tianjin Branch, Air China, Air Italy S.p.a., Alaska Airlines, American Airlines, American Owlines LLC, AMK Aircraft Limited, Belavia Belarusian Airlines, Blue Air, Caribbean Airlines Limited, Cayman Airways, China Eastern Airlines, China Southern Airlines, Comair Limited, Copa Airlines, Corendon Airlines, Donghai Airlines, Eastar Jet, Enerjet, Enter Air Sp. Z o.o., Ethiopian Airlines Group, Fertitta Enterprises, Inc., Fiji Airways, Flair Airlines, Flydubai, Fuzhou Airlines Co., Ltd, Garuda Indonesia, GOL Linhas Airlines, Hainan Airlines Holding, Icelandair, Jet Aviation AG - Zurich, Korean Air, Kunming Airlines, Lion Air, LOT Polish Airlines, Lucky Air, Malindo Airways, Mauritania Airlines, MIAT Mongolian Airlines, Minsheng Leasing, Neos Air, Norwegian Air International, Norwegian Air Shuttle, Norwegian Air Sweden, Okay Airways Company Limited, Oman Air (SAOC), Qatar Airways, Royal Air Maroc, Ryanair, S7 Airlines, SCAT Airlines, Shandong Airlines, Shanghai Airlines, Shenzhen Airlines, Singapore Airlines, Smartwings, a.s., SMBC Aviation Capital, Southwest Airlines, Spicejet, Sunexpress Airlines, Sunwing Airlines Inc., Thai Lion, TUI Airways, TUI Fly Belgium, TUI Fly Deutschland, TUI Fly Netherlands, TUI Fly Nordic, Tui Travel Aviation Finance Limited, Turkish Airlines, T'Way Air, United Airlines, Ural Airlines, Valla Jets Limited, Westjet, Xiamen Airlines, and other numerous worldwide operators.

**Ongoing activities:** The FAA plans to issue an immediately adopted airworthiness directive to address the unsafe condition on the affected airplanes.

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