

1/6/2026

**FOR YOUR INFORMATION**

2026-2/3-1

To: Boeing Commercial Airplane Company

2305323

Info: FAA (AVP-1, AVP-200, AFS-200, AFS-900, AFS-260, AFS-100, AIR-720, AIR-780, AIR-360, SEA-AEG), A4A, ALPA, AMFA, ASAP, ATSG, CAPA, IAM, IBT, ICAO, ICASS, IFALPA, IPA, NTSB, PAMA, RAA, SWAPA, TWU

From: Becky L. Hooey, Director  
NASA Aviation Safety Reporting System

Re: B737 MAX 9 Electrical System Anomaly

We recently received ASRS reports describing a safety concern that may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the enclosed deidentified report.

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Dr. Becky Hooey at (408) 541-2854 or email at [becky.l.hooey@nasa.gov](mailto:becky.l.hooey@nasa.gov).



Aviation Safety Reporting System  
P.O. Box 189 | Moffett Field, CA | 94035-0189



## ACN 2305323

### DATE / TIME

Date of Occurrence 202511  
Local Time Of Day 1801 to 2400

### PLACE

Locale ZZZ.Airport  
State US  
Altitude - AGL 0

### ENVIRONMENT

Flight Conditions VMC

### AIRCRAFT / EQUIPMENT X

ATC / Advisory - Tower ZZZ  
Make Model Name B737 MAX 9  
Operating Under FAR Part 121

### COMPONENT 1

Aircraft Component Electrical Power

### PERSON 1

Function - Flight Crew Captain  
Function - Flight Crew Pilot Not Flying  
ASRS Report Number 2305323

### EVENTS

Anomaly Aircraft Equipment Problem - Critical  
Detector - Person Flight Crew  
Result - General Maintenance Action

### NARRATIVE 1

After landing and waiting the three-minute cool down period, we shut down engine number two. Approaching the gate, we started the APU. When the APU blue available light illuminated, I asked the First Officer (FO) to bring the APU generator online. The FO attempted to put the APU on the right bus. When they selected the switch, the aircraft went into standby power mode and started depleting the battery. The aircraft wouldn't allow any more switching of electrical sources. The number one generator light was not illuminated, and should still have been providing power, but apparently was not. We got operations on COM one and told them we would need a GPU hooked up immediately. When the GPU was plugged in the aircraft would not accept its power until I shut down the number one engine and the APU. I wrote up the aircraft, conversed with station maintenance, and also followed up with a conversation with Maintenance Control. This was a very strange occurrence and needs to be looked into and fixed. This could have been a big deal inflight. If the engine two generator would have failed and the APU turned on to cover the bus this aircraft may have went into standby power mode. I'm glad this happened on the ground taxiing in.

### CALLBACK 1

Reporter stated the aircraft was a B737 MAX 9.

### SYNOPSIS

B737 MAX 9 Captain reported the aircraft went into standby power mode, started depleting the battery, and would not switch to a different electrical source while taxiing to the gate.