ALERT BULLETIN

AB 2026:4/2-1
2/19/2026
2310595

TO: Mitsubishi Heavy Industries

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

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

SUBJ: CRJ-700 Uncommanded Engine Start

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 following:

ASRS received a report from a CRJ-700 Captain describing an uncommanded engine start at the ramp after shutdown. Reporter stated that after shutdown there was an electrical power interruption, and when ground power was plugged in again they heard the sound of one of the engines starting. Reporter stated that the engine start was not initiated by either flight crew member, and may have been related to the electrical power interruption.

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.

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

ACN 2310595	
DATE / TIME	
Date of Occurrence	202512
Local Time Of Day	0001 to 0600
PLACE	
Locale	ZZZ.Airport
State	US
Altitude - AGL	0
AIRCRAFT / EQUIPMENT X	
ATC / Advisory - Ramp	ZZZ
Make Model Name	Regional Jet 700 ER/LR (CRJ700)
Operating Under FAR Part	121
COMPONENT 1	
Aircraft Component	Electrical Power
PERSON 1	
Function - Flight Crew	Captain
ASRS Report Number	2310595
PERSON 2	
Function - Flight Crew	First Officer
ASRS Report Number	2310922
EVENTS	
Anomaly	Aircraft Equipment Problem - Critical
Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Anomaly	Ground Event / Encounter - Other / Unknown
Detector - Automation	Aircraft Other Automation
Detector - Person	Flight Crew
Result - Flight Crew	Regained Aircraft Control

NARRATIVE 1

Upon arrival into ZZZ we shut down and the rampers connected external power via a cart. Once power was connected I double-checked the electrical synoptic page and power was normal so I shut down the APU. Soon after the lights started to flicker and the power was cut off to the airplane. The rampers plugged the power back in and I decided to start the APU again until [after] the passengers had all been deplaned. The APU started normally and soon after we heard the sound of another engine being started. Thinking it was another jet on the ramp I look outside only to realize it was our own left engine being started while there was baggage handlers unloading bags from the aft bin. I promptly rushed to hit the stop switch to stop the engine start. Neither myself nor my FO attempted the engine start.

Cause of the incident was probably due to an unrelated power cart that caused a trip in the engine start sequence during power transfers.

NARRATIVE 2

While deplaning in ZZZ the Captain shut down the APU while I was saying goodbye to the passengers. After shutting down the APU, the external power cart was not hooked up correctly, even though we had a green AVAIL light, and the power flickered off and on very fast continuously. The power cable then fell off because it was not connected correctly. The cabin went completely dark and we tried to get the ground crew to reconnect the power. They reconnected it, but we still had the same flickering issue. We decided to start the APU to not have to use the ground power. The APU started and I continued to say goodbye to the passengers. After about 20 seconds it sounded like a jet or something was pulling onto the ramp. I decided to look outside and noticed the left engine had somehow started. I immediately rush to the cockpit where the Captain was and he checked the thrust levers were in shut off (they were) and then he pressed the starter stop switch. This stopped the engine. We believed it started due to the constant power changes throughout the aircraft.

We could only come to the conclusion that it was due to the electrical pulsing of the external power. The Captain called the duty pilot and Maintenance Control to discuss the incident. Neither had an idea of what to do.

SYNOPSIS

CRJ-700 flight crew reported after the aircraft was shut down at the gate, the left engine started on its own possibly due to electrical power interruption related to the power cart.