10/27/2026 **FOR YOUR INFORMATION** 2026-368/3-23

2408088

To: Boeing Commercial Airplane Company

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, NTSB, PAMA, RAA, SWAPA, TWU

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

Re: B737-800 MEL Procedures

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.

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

ACN 2408088	
DATE / TIME	
Date of Occurrence	202609
Local Time Of Day	1201 to 1800
PLACE	
Locale	ZZZ.Airport
State	US
Altitude - AGL	0
AIRCRAFT / EQUIPMENT X	
ATC / Advisory - Tower	ZZZ
Make Model Name	B737-800
Operating Under FAR Part	121
COMPONENT 1	
Aircraft Component	Cargo Door
PERSON 1	
Function - Flight Crew	Pilot Flying
ASRS Report Number	2408088
PERSON 2	
Function - Flight Crew	Pilot Not Flying
ASRS Report Number	2408091
EVENTS	
Anomaly	Aircraft Equipment Problem - Less Severe
Anomaly	Deviation / Discrepancy - Procedural - Maintenance
Anomaly	Deviation / Discrepancy - Procedural - MEL / CDL
Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Detector - Automation	Aircraft Other Automation
Result - General	Flight Cancelled / Delayed
Result - General	Maintenance Action
Result - Flight Crew	Rejected Takeoff
Result - Flight Crew	Returned To Gate
Result - Air Traffic Control	Provided Assistance
NARRATIVE 1	

Inbound aircraft arrived late. CA called local maintenance to comply with aft cargo door MEL. Maintenance confirmed the aft cargo door was closed and the light was extinguished. They cleared the maintenance hold and captain accepted the logbook.

CA noticed APU maintenance light illuminated during the before-start checklist. CA made the Aircraft Maintenance Logbook (AML) entry and called maintenance. Maintenance requested CA to leave flight deck while they conducted their checks. Maintenance resolved the issue. CA accepted logbook.

Crew performed before-start checklist. Due to the additional delay, we received a new Estimated Departure Clearance Time (EDCT). Captain chose to single engine taxi. The departure runway changed 3 times prior to

taxi to departure runway. Crew completed runway changes per AOM, reviewed and debriefed departures. While taxiing, crew received another runway change and crew requested an area to park to complete runway change. Crew performed the runway change in accordance with AOM runway change checklist.

Crew started second engine and performed the after-start checklist. Crew reviewed and briefed the closeout and performed the before-takeoff checklist to the line. CA reviewed weather app and discussed deviations north of the route would be requested on departure for the area thunderstorms. Crew advised ground they were ready to taxi for departure. Crew taxied [Taxiway] 1/2 to Runway XX. Cleared for takeoff and on takeoff roll Master Caution illuminated and FO stated door and CA stated “reject, my aircraft.” Cleared the runway and parked at ramp. Did not set parking brake. CA called FAs, made PA, communicated with local maintenance, dispatch, Maintenance Control, and Operations. FO performed rejected takeoff checklist and determined to be outside caution zone.

Maintenance advised crew to taxi to [Gate] XX for brake inspection. CA started APU and taxied single engine. Crew arrived at gate and made several calls for maintenance and jet bridge driver. Crew held brakes manually at the gate until instructed by maintenance to set parking brake.

Cause: Perhaps the MEL could state that the extinguished cargo light could illuminate on takeoff.

NARRATIVE 2

Flight delayed due to inbound aircraft arriving late. Crew contacted Maintenance to comply with aft cargo door MEL and to comply with/check door prior to pushback. Maintenance arrived and confirmed the aft cargo door was closed. All cargo door lights were extinguished. CA signed logbook.

Crew had APU MAINT LT illuminate at the end of before-start checklist. Maintenance was contacted and logbook entered for APU MAINT LT. Maintenance came and resolved the issue. CA signed logbook.

Crew conducted before-start checklist in its entirety again. Estimated Departure Clearance Time (EDCT) shifted due to delay for Maintenance. CA elected to single engine taxi. Departure changed three times prior to taxi to runway. Shifted runways on ramp twice. Crew conducted runway/departure change checklist in accordance with AOM. Switched to ground and were told to shift runways again. Crew requested area to park to conduct runway change. Crew sat FAs. Conducted runway/departure change in accordance with AOM checklist. Crew started second engine, conducted after-start checklist, load closeout brief, and told ground they were ready for departure. Ground cleared aircraft to Runway XX via [Taxiway] 1/2.

Cleared for takeoff. Master Caution light illuminated. FO stated “door light.” CA stated “reject, my aircraft.” Tower asked us to vacate [Taxiway] 3. Crew instructed to taxi to ramp area 4, hold abeam [Taxiway] 5.

CA began coordination with local Maintenance/Operations/Dispatch/Maintenance Control. FO conducted rejected takeoff checklist in accordance with AOM. CA did not set parking brake, held brakes manually. FO determined after conducting rejected takeoff checklist that aircraft was not in caution/melt zone.

Maintenance advised crew to taxi back to [Gate] XX. Crew discussed Operational Risk Management (ORM) for taxiing with possible hot brakes, and requested ground to taxi to [Gate] XX with minimal breaking to assist with aircraft brakes.

Crew asked for Maintenance to come check the aircraft at the aircraft's current location. Operations/Maintenance asked crew to taxi to [Gate] XX. CA started APU and requested single engine taxi to [Gate] XX.

Crew taxied to the gate. CA called Maintenance/Operations three times to ensure gate was ready for arrival. Crew waited at [Gate] XX for approximately 10 minutes while holding the brakes manually, when Maintenance arrived. Informed crew that jet bridge was needed. Crew waited approximately 15 minutes total for a jet bridge driver, while holding brakes manually. Maintenance contacted crew via Intercommunications Systems (ICS) and informed that parking brake could be set.

Cause: Aft Cargo Door MEL – while we did brief it prior to departure, and door lights are trained to annually, it wouldn't hurt to provide an MEL note in (O) Procedures to brief impacts for takeoff as a backstop.

SYNOPSIS

B737-800 flight crew reported a rejected takeoff after the Master Caution light illuminated. The flight crew recommended the MEL be updated to state the extinguished cargo light could illuminate on takeoff.