中国民用航空局 CIVIL AVIATION ADMINISTRATION OF CHINA

C A A C
适 航 指 令

AIRWORTHINESS DIRECTIVE

本指令根据中国民用航空规章《民用航空器适航指令规定》（CCAR-39）颁发，内容涉及飞行安全，是强制性措施。如不按规定完成，有关航空器将不再适航。

编号：CAD2015-B767-05R1 修正案号：39-8538

一. 标题： 修订维修或检查方案

二. 适用范围：

本指令适用在中华人民共和国注册的波音767-200、-300、-300F和-400ER系列飞机。

注1：本适航指令适用于上述所有型号的飞机，无论本适航指令要求所涉及的区域是否经过改装、更换或修理。对那些经过改装、更换或修理的飞机，如果所做的改装、更换或修理影响到本适航指令要求的实施，飞机所有人/营运人采用的等效方法必须按照本适航指令C段要求获得批准。其方法中应包含所做的改装、更换或修理对本适航指令所阐述的不安全状态影响的评估；而且，如果该不安全状态没有被消除，其要求中应包含针对这种不安全状态的具体的建议措施。

三. 参考文件：

1. FAA AD2015-21-09 修正案号：39-18302

四. 原因、措施和规定

本适航指令替代 CAD2015-B767-05，39-8532

为检查和纠正由于在发动机和辅助动力装置（APU）的燃油关断活门的潜在失效，而导致无法关断发动机和APU的燃油，且防止着火、不可控制着火造成的结构损伤。要求完成下述工作，事先已完成者除

外：

A. 改版修订维修或检查大纲

在本指令生效后30天内，改版维修或检查方案，根据适用性，增加适航限制编号28-AWL-ENG、28-AWL-MOV和28-AWL-APU，通过将本指令A段图1、图2和图3中所列信息加入到指南的适航限制章节以满足持续适航。本指令A段图1、图2和图3中规定的执行工作的初始符合时间是在按照本段的规定实施维修或检查方案修订后的10天内。

B. 无替代措施或间隔

在完成本指令A段要求的维修或检查方案修订后，除非相应的措施或间隔是按照本指令C（1）段要求的程序获得局方批准作为等效替代方法（AMOC），否则无替代措施（如：检查）或间隔。

C. 替代方法

（1）完成本适航指令可采取能保证安全的替代方法或者调整完成的时间，但必须得到适航审定部门的批准。

（2）在使用任何经批准的替代方法之前，通知有关飞行标准部门的主管监察员。

Figure 1 to Paragraph (g) of This AD-Engine Fuel Shutoff Valve (Fuel Spar Valve) Position Indication Operational Check

图1

AWL No.	Task	Interval	Applicability	Description
28-AWL-ENG	ALI	DAILY INTERVAL NOTE: The operational check is not required on days when the airplane is not used in revenue service The	767-200, -300, and -300F airplanes APPLICABILITY NOTE: Applies to airplanes with an actuator installed at the engine fuel spar valve position having part number (P/N)	Engine Fuel Shutoff Valve (Fuel Spar Valve) Position Indication Operational Check. Concern: The fuel spar valve actuator design can result in airplanes operating with a failed fuel spar valve actuator that is not reported. A latently failed fuel spar valve actuator could prevent fuel shutoff to an engine. In the event of certain engine fires, the potential exists for an engine fire to be uncontrollable. Perform one of the following checks/inspection of the fuel spar valve position (unless checked by the flightcrew in a manner approved by the principal operations inspector): A. Operational Check during engine shutdown. 1. Do an operational check of the left engine fuel spar valve actuator. a. As the L FUEL CONTROL switch on the quadrant control stand is

		check must be done before further flight once the airplane is returned to revenue service.	MA20A2027 (S343T003-56) or P/N MA30A1001 (S343T003-66).	moved to the CUTOFF position, verify the left SPAR VALVE disagreement light on the quadrant control stand illuminates and then goes off. b. If the test fails (light fails to illuminate), before further flight, repair faults as required (refer to Boeing airplane maintenance manual (AMM) 28-22-11). 2. Do an operational check of the right engine fuel spar valve actuator. a. As the R FUEL CONTROL switch on the quadrant control stand is moved to the CUTOFF position, verify the right SPAR VALVE disagreement light on the quadrant control stand illuminates and then goes off. b. If the test fails (light fails to illuminate), before further flight, repair faults as required (refer to Boeing AMM 28-22-11). B. Operational check during engine start. 1. Do an operational check of the left engine fuel spar valve actuator. a. As the L FUEL CONTROL switch on the quadrant control stand is moved to the RUN (or RICH) position, verify the left SPAR VALVE disagreement light on the quadrant control stand illuminates and then goes off. b. If the test fails (light fails to illuminate), before further flight, repair faults as required (refer to Boeing AMM 28-22-11). 2. Do an operational check of the right engine fuel spar valve actuator. a. As the R FUEL CONTROL switch on the quadrant control stand is moved to the RUN (or RICH) position, verify the right SPAR VALVE disagreement light on the quadrant control stand illuminates and then goes off. b. If the test fails (light fails to illuminate), before further flight, repair faults as required (refer to Boeing AMM 28-22-11). C. Operational check without engine operation. 1. Supply electrical power to the airplane using standard practices. 2. Make sure all fuel pump switches on the Overhead Panel are in the OFF position. 3. If the auxiliary power unit (APU) is running, open and collar the L FWD FUEL BOOST PUMP (C00372) circuit breaker on the Main Power Distribution Panel. 4. Make sure LEFT and RIGHT ENG FIRE switches on the Aft Aisle Stand are in the NORMAL (IN) position. 5. Make sure L and R ENG START Selector Switches on the Overhead Panel, are in the OFF position. 6. Do an operational check of the left engine fuel spar valve actuator. a. Move L FUEL CONTROL switch on the quadrant control stand to the RUN position and wait approximately 10 seconds. NOTE: It is normal under this test condition for the ENG

				VALVE disagreement light on the quadrant control stand to stay illuminated. b. Move L FUEL CONTROL switch on the quadrant control stand to the CUTOFF position. c. Verify the left SPAR VALVE disagreement light on the quadrant control stand illuminates and then goes off. d. If the test fails (light fails to illuminate), before further flight, repair faults as required (refer to Boeing AMM 28-22-11). 7. Do an operational check of the right engine fuel spar valve actuator. a. Move R FUEL CONTROL switch on the quadrant control stand to the RUN position and wait approximately 10 seconds once the FUEL CONTROL switch is in the RUN position. NOTE: It is normal under this test condition for the ENG VALVE disagreement light on the quadrant control stand to stay illuminated. b. Move R FUEL CONTROL switch on the quadrant control stand to the CUTOFF position. c. Verify the right SPAR VALVE disagreement light on the quadrant control stand illuminates and then goes off. d. If the test fails (light fails to illuminate), before further flight, repair faults as required (refer to Boeing AMM 28-22-11). 8. If the L FWD FUEL BOOST PUMP circuit breaker was collared in step 3, remove collar and close. D. Perform an inspection of the fuel spar valve actuator position. NOTE: This inspection may be most useful whenever the SPAR VALVE light does not function properly. 1. Make sure the L FUEL CONTROL switch on the quadrant control stand is in the CUTOFF position. NOTE: It is not necessary to cycle the FUEL CONTROL switch to do this inspection. 2. Inspect the left engine fuel spar valve actuator located in the left rear spar. NOTE: The Fuel Spar Valve actuators are located behind main gear doors on the rear spar. a. Verify the manual override handle on the engine fuel spar valve actuator is in the CLOSED position. b. Repair or replace any fuel spar valve actuator that is not in the CLOSED position (refer to Boeing AMM 28-22-11). 3. Make sure the R FUEL CONTROL switch on the quadrant control stand is in the CUTOFF position. NOTE: It is not necessary to cycle the FUEL CONTROL switch to do this inspection. 4. Inspect the right engine fuel spar valve actuator located in the right rear spar. NOTE: The Fuel Spar Valve actuators are located behind main gear doors on the rear spar. a. Verify the manual override handle on the engine fuel

				spar valve actuator is in the CLOSED position. b. Repair or replace any fuel spar valve actuator that is not in the CLOSED position (refer to Boeing AMM 28-22-11).

Figure 2 to Paragraph (g) of This AD-Engine Fuel Shutoff Valve (Fuel Spar Valve) Actuator Inspection

图2

AWL No.	Task	Interval	Applicability	Description
28-AWL-MOV	ALI	10 DAYS INTERVAL NOTE: The inspection is not required on days when the airplane is not used in revenue service The inspection must be done before further flight if it has been 10 or more calendar days since last inspection	767-400ER series airplanes APPLICABILITY NOTE: Applies to airplanes with an actuator installed at the engine fuel spar valve position having part number (P/N) MA20A2027 (S343T003-56) or P/N MA30A1001 (S343T003-66)	Engine Fuel Shutoff Valve (Fuel Spar Valve) Actuator Inspection. Concern: The fuel spar valve actuator design can result in airplanes operating with a failed fuel spar valve actuator that is not reported. A latently failed fuel spar valve actuator would prevent fuel shutoff to an engine. In the event of certain engine fires, the potential exists for an engine fire to be uncontrollable. Perform an inspection of the fuel spar valve actuator position. NOTE: The fuel spar valve actuators are located behind main gear doors on the rear spar. 1. Make sure the L FUEL CONTROL switch on the quadrant control stand is in the CUTOFF position. NOTE: It is not necessary to cycle the FUEL CONTROL switch to do this inspection. 2. Inspect the left engine fuel spar valve actuator located in the left rear spar. a. Verify the manual override handle on the engine fuel spar valve actuator is in the CLOSED position. b. Repair or replace any fuel spar valve actuator that is not in the CLOSED position (refer to Boeing AMM 28-22-11). 3. Make sure the R FUEL CONTROL switch on the quadrant control stand is in the CUTOFF position. NOTE: It is not necessary to cycle the FUEL CONTROL switch to do this inspection. 4. Inspect the right engine fuel spar valve actuator located in the right rear spar. a. Verify the manual override handle on the engine fuel spar valve actuator is in the CLOSED position. b. Repair or replace any fuel spar valve actuator that is not in the CLOSED position (refer to Boeing AMM 28-22-11).

Figure 3 to Paragraph (g) of This AD: Auxiliary Power Unit (APU) Fuel Shutoff Valve Position Indication Operational Check

图3

AWL No.	Task	Interval	Applicability	Description
28-AWL-APU	ALI	10 DAYS INTERVAL NOTE: The operational check is not required on days when the airplane is not used in revenue service. The operational check must be done before further flight with an operational APU if it has been 10 or more calendar days since last check	ALL APPLICABILITY NOTE: Applies to airplanes with an actuator installed at the APU fuel shutoff valve position having part number (P/N) MA20A2027 (S343T003-56) or MA30A1001 (S343T003-66)	APU Fuel Shutoff Valve Position Indication Operational Check. Concern: The APU fuel shutoff valve actuator design can result in airplanes operating with a failed APU fuel shutoff valve actuator that is not reported. A latently failed APU fuel shutoff valve actuator could prevent fuel shutoff to the APU. In the event of certain APU fires, the potential exists for an APU fire to be uncontrollable Perform the operational check of the APU fuel shutoff valve position indication (unless checked by the flightcrew in a manner approved by the principal operations inspector). A. Do an operational check of the APU fuel shutoff valve position indication. 1. If the APU is running, unload and shut down the APU using standard practices. 2. Supply electrical power to the airplane using standard practices. 3. Make sure the APU FIRE switch on the Aft Aisle Stand is in the NORMAL (IN) position. 4. Make sure there is at least 1,000 lbs (500 kgs) of fuel in the Left Main Tank. 5. Move APU Selector switch on the Overhead Panel to the ON position and wait approximately 10 seconds once the APU selector switch on the overhead panel is in the ON position. 6. Move the APU Selector switch on the Overhead Panel to the OFF position. 7. Verify the APU FAULT light on the Overhead Panel illuminates and then goes off. 8. If the test fails (light fails to illuminate), before further flight requiring APU availability, repair faults as required (refer to Boeing AMM 28-25-02). NOTE: Dispatch may be permitted per MMEL 28-25-02 if APU is not required for flight.

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七. 联系人： 王伟建
民航华北地区管理局适航审定处
010-64536921