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-B737-09R1 修正案号：39-8535

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737-600、-700、-700C、-800、-900和 -900ER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 AD2015-21-10 修正案号：39-18303

四. 原因、措施和规定

本适航指令替代 CAD2015-B737-09，39-8533

为检查和纠正由于在发动机燃油关断活门的潜在失效，而导致无法关断发动机燃油，且防止发动机着火、由于不可控制着火造成的机翼损伤。要求完成下述工作，事先已完成者除外：

A. 改版维修或检查大纲

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-MOV，“发动机燃油关断活门（Fuel Spar Valve）位置指示操作检查”，通过将本指令A段图1中所列信息加入到指南的适航限制章节以满足持续适航。28-AWL-MOV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相应等效替代方法（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-MOV	ALI	DAILY INTERVAL NOTE: The operational check is not required on days when the airplane is not used in revenue service The check must be done before further flight once the	737-600, -700, -700C, -800, -900, and -900ER series airplanes APPLICABILITY NOTE: Only applies to airplanes with a fuel spar valve actuator having part number MA20A2027 (S343T003-56) or	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 of the engine 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 ENG 1 START LEVER on the CONTROL

		airplane is returned to revenue service .	MA30A1001 (S343T003-66) installed at the engine fuel spar valve positions	STAND is moved to the CUTOFF position, verify the SPAR VALVE CLOSED indication light on the OVERHEAD PANEL for No.1 Engine changes from OFF to BRIGHT then DIM. b. If the test fails (bright light fails to illuminate), before further flight, repair faults as required (refer to Boeing Aircraft Maintenance Manual (AMM) 28-22-11). 2. Do an operational check of the right engine fuel spar valve actuator. a. As the ENG 2 START LEVER on the CONTROL STAND is moved to the CUTOFF position, verify the SPAR VALVE CLOSED indication light on the OVERHEAD PANEL for No. 2 Engine changes from OFF to BRIGHT then DIM. b. If the test fails (bright 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 ENG 1 START LEVER on the CONTROL STAND is moved to the IDLE position, verify the SPAR VALVE CLOSED indication light on the OVERHEAD PANEL for No. 1 Engine changes from DIM to BRIGHT then OFF. b. If the test fails (bright 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 ENG 2 START LEVER on the CONTROL STAND is moved to the IDLE position, verify the SPAR VALVE CLOSED indication light on the OVERHEAD PANEL for No. 2 Engine changes from DIM to BRIGHT then OFF. b. If the test fails (bright 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 airplane using standard practices. 2. Make sure No. 1 and No. 2 Engine FIRE switches on the Aft Electronic Panel are in the NORMAL (IN) position. 3. Make sure No. 1 and No. 2 Engine Start Switches on the Forward Overhead Panel are in the OFF or AUTO position. 4. Do an operational check to the left engine fuel spar valve actuator. a. Move ENG 1 START LEVER on the CONTROL STAND to the

				IDLE position and wait approximately 10 seconds. NOTE: It is normal under this test condition for the ENG VALVE CLOSED indication light on the OVERHEAD PANEL to transition from DIM to BRIGHT and stay BRIGHT. b. Move ENG 1 START LEVER on the CONTROL STAND to the CUTOFF position. c. Verify the SPAR VALVE CLOSED indication light on the OVERHEAD PANEL for No. 1 Engine changes from OFF to BRIGHT then DIM. d. If the test fails (bright light fails to illuminate), before further flight, repair faults as required (refer to Boeing AMM 28-22-11). 5. Do an operational check of the right engine fuel spar valve actuator. a. Move ENG 2 START LEVER on the CONTROL STAND to the IDLE position and wait approximately 10 seconds. NOTE: It is normal under this test condition for the ENG VALVE CLOSED indication light on the OVERHEAD PANEL to transition from DIM to BRIGHT and stay BRIGHT. b. Move ENG 2 START LEVER on the CONTROL STAND to the CUTOFF position. c. Verify the SPAR VALVE CLOSED indication light on the OVERHEAD PANEL for No.2 Engine changes from OFF to BRIGHT then DIM. d. If the test fails (bright light fails to illuminate), before further flight, repair faults as required (refer to Boeing AMM 28-22-11). D. Perform an inspection of the engine fuel spar valve actuator position. NOTE: This inspection may be used whenever the SPAR VALVE light does not function properly. 1. Make sure the ENG 1 START LEVER on the CONTROL STAND is in the CUTOFF position. NOTE: It is not necessary to cycle the START LEVER to do this inspection. 2. Inspect the left engine fuel spar valve actuator located in the left front spar. NOTE: The left engine fuel spar valve actuator is on the left wing front spar outboard of the engine strut. Access is through access panel 521BB on the left wing leading edge. a. Verify the manual override handle on the engine fuel spar valve actuator is in the CLOSED position. b. Repair or replace any engine fuel spar valve actuator that is not in the CLOSED position (refer to Boeing AMM 28-22-11). 3. Make sure the

				ENG 2 START LEVER on the CONTROL STAND is in the CUTOFF position. NOTE: It is not necessary to cycle the START LEVER to do this inspection. 4. Inspect the right engine fuel spar valve actuator located in the right front spar. NOTE: The right engine fuel spar valve actuator is on the right wing front spar outboard of the engine strut. Access is through access panel 621BB on the right wing leading edge. a. Verify the manual override handle on the engine fuel spar valve actuator is in the CLOSED position. b. Repair or replace any engine fuel spar valve actuator that is not in the CLOSED position (refer to Boeing AMM 28-22-11).

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