中国民用航空局



CAAC 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-B737-08R1

修正案号: 39-8516

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 AD2015-19-03

修正案号:39-18266

四. 原因、措施和规定 本适航指令替代 CAD2015-B737-08, 39-8519

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	737-600, -700,	Engine Fuel Shutoff Valve (Fuel Spar
		INTERVAL	-700C, -800, -900,	Valve) Position Indication Operational
		NOTE: The	and -900ER series	Check. Concern: The fuel spar valve
		operational check	airplanes	actuator design can result in airplanes
		is not required on	APPLICABILITY	operating with a failed fuel spar valve
		days when the	NOTE: Only applies	actuator that is not reported. A latently
		airplane is not	to airplanes with a	failed fuel spar valve actuator could prevent
		used in revenue	fuel spar valve	fuel shutoff to an engine. In the event of
		service. The	actuator having part	certain engine fires, the potential exists for
		check must be	number	an engine fire to be uncontrollable.
		done before	MA20A2027	Perform one of the following checks of the
		further flight	(S343T003-56) or	engine fuel spar valve position (unless
		once the airplane	MA30A1001	checked by the flightcrew in a manner

is returned to	(S343T003-66)	approved by the principal operations
revenue service.	installed at the	inspector): A. Operational Check during
	engine fuel spar	engine shutdown. 1. Do an operational
	valve positions.	check of the left engine fuel spar valve
		actuator. a. As the ENG 1 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.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 I. 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 the this inspection. 2. Inspect the left engine fuel spar valve actuator is on the left wing front spar outboard of the engine strut. Access is through access panel		i i	
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. e. 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. I. Make sure the I. 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 left engine fuel spar valve actuator is on the left wing front spar outboard of the			d. If the test fails (bright light fails to
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 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 is on the left wing front spar outboard of the			illuminate), before further flight, repair
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 1. 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 is on the left wing front spar outboard of the			faults as required (refer to Boeing AMM
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 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 is on the left wing front spar outboard of the			28-22-11). 5. Do an operational check of
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 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 is on the left engine fuel spar valve actuator is on the left engine fuel spar valve actuator is on the left engine fuel spar valve actuator is on the left wing front spar outboard of the			the right engine fuel spar valve actuator. a.
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 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 left engine fuel spar valve actuator is on the left wing front spar outboard of the			Move ENG 2 START LEVER on the
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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 left engine fuel spar valve actuator is on the left wing front spar outboard of the			function properly. 1. Make sure the L FUEL
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 left engine fuel spar valve actuator is on the left wing front spar outboard of the			CONTROL switch on the quadrant control
CONTROL switch to do this inspection. 2. Inspect the left engine fuel spar valve actuator located in the left rear spar. NOTE: The left engine fuel spar valve actuator is on the left wing front spar outboard of the			stand is in the CUTOFF position. NOTE: It
Inspect the left engine fuel spar valve actuator located in the left rear spar. NOTE: The left engine fuel spar valve actuator is on the left wing front spar outboard of the			is not necessary to cycle the FUEL
actuator located in the left rear spar. NOTE: The left engine fuel spar valve actuator is on the left wing front spar outboard of the			CONTROL switch to do this inspection. 2.
The left engine fuel spar valve actuator is on the left wing front spar outboard of the			Inspect the left engine fuel spar valve
the left wing front spar outboard of the			actuator located in the left rear spar. NOTE:
			The left engine fuel spar valve actuator is on
engine strut. Access is through access panel			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 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 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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七. 联系人: 董文强

民航华北地区管理局适航审定处

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