

Boeing 737 Series Aeroplanes

---

**AIRWORTHINESS DIRECTIVE**

---

For the reasons set out in the background section, the CASA delegate whose signature appears below issues the following Airworthiness Directive (AD) under subregulation 39.1 (1) of CAR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

---

**AD/B737/159**

**Engine Fuel Shutoff Valve Wiring**

**9/2001**

Applicability: The following models and series of aeroplanes as listed in the Service Bulletins (SB) below:

<b>Aeroplane Model</b>	<b>Boeing Special Attention Service Bulletin</b>
737-300, 737-400, 737-500	737-28-1164, dated 24 August 2000.
737-600, 737-700, 737-800	737-28-1160, Revision 1, dated 26 October 2000.

- Requirement:
1. Perform a test to determine if there is continuity or to measure voltage, as applicable, of the two electrical circuits that close the fuel shutoff valve on the wing spar. Carry out the test in accordance with Special Attention SB 737-28-1164 or SB 737-28-1164, Revision 1, dated 10 May 2001 (for Model 737-300, 737-400, and 737-500 series aeroplanes); or Special Attention SB 737-28-1160, Revision 1 (for Model 737-600, 737-700, and 737-800 series aeroplanes).
  2. **For Model 737-300, 737-400 and 737-500 series aeroplanes** - If any discontinuity is detected, repair the discontinuity in accordance with SB 737-28-1164.
  3. **For Model 737-600, 737-700 and 737-800 series aeroplanes** - If any measurement is not between 21 and 34 volts direct current (DC), repair the discrepancy in accordance with SB 737-28-1160, Revision 1.

*Note 1: Tests accomplished per Special Attention SB 737-28-1160 (for Model 737-600, 737-700 and 737-800 series aeroplanes), dated 5 June 2000 are acceptable for compliance with this Directive.*

*Note 2: Tests accomplished prior to the effective date of this Directive per Boeing All Base Telex M-7200-00-01064, dated 24 April 2000; Boeing Telex SWA-DAL-00-00182H, dated 27 March, 2000; Boeing Telex CAL-IAH-00-00681H, dated 17 April 2000; Boeing All Base Telex M-7200-00-01231, dated 31 May 2000; or Boeing Telex AAL-AFW-00-00324H, dated 27 March 2000; are acceptable for compliance with this Directive.*

*Note 3: FAA AD 2001-13-07 Amdt 39-12287 refers.*

Compliance: For Requirement 1 - Within six months after the effective date of this Directive.

For Requirement 2 - Before further flight after the Requirement 1 test.

For Requirement 3 - Before further flight after the Requirement 1 test.

This Airworthiness Directive becomes effective on 6 September 2001.

Background: This Directive requires a test of the two electrical circuits that close the fuel shutoff valve on the wing spar, and repair, if necessary. This action is necessary to prevent inability to shut off the flow of fuel to an engine after an uncontained engine failure which could result in a fire spreading to other parts of the aeroplane.



James Coyne  
Delegate of the Civil Aviation Safety Authority

20 July 2001