
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 39.001(1) of CASR 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.

Boeing 737 Series Aeroplanes**AD/B737/305****Fuel Crossfeed Valve****9/2007**

Applicability: Boeing 737-200 and B737-300 aeroplanes operated in extended range operations.

Requirement: Unless previously accomplished, amend the Aeroplane Flight Manual (AFM) by including a statement to the following, or by including an equivalent AFM amendment.

“This aeroplane should not be operated beyond the single engine cruise range of an adequate aerodrome whilst on direct fuel feed, unless a satisfactory operational check of the fuel crossfeed valve has been carried out. This check should be performed during the last hour of the previous flight or prior to reaching the above critical phase of the extended range flight after adequate cold soak time at cruise altitude to include temperature effects on valve performance.”

Note: FAA AD 88-21-03 R1 Amdt 39-6077 refers.

Compliance: Within 30 days after the effective date of this AD.

This Airworthiness Directive becomes effective on 30 August 2007.

Background: This AD is intended to prevent failure of the crossfeed valve during a single engine diversion on an extended range flight. The failure of the valve could result in the inability of the aeroplane to stay within the lateral imbalance limit or in fuel starvation in the operating engine before the aeroplane is able to reach the diversion airport.

AD/B737/32 contained the above requirement as part of the ETOPS configuration requirements, however when the ETOPS requirements were incorporated into new rules the requirement to carry out a fuel crossfeed valve check was omitted.



David Punshon

Delegate of the Civil Aviation Safety Authority

2 July 2007