



**Civil Aviation Authority**  
**SAFETY NOTICE**  
**Number: SN-2015/005**



**Issued: 22 October 2015**

**Fuel Shutoff Valve – Mandatory Actions on Boeing Aircraft**

**This Safety Notice contains recommendations regarding operational safety.**

Recipients must ensure that this Notice is copied to all members of their staff who need to take appropriate action or who may have an interest in the information (including any ‘in-house’ or contracted maintenance organisations and relevant outside contractors).

<b>Applicability: Operators of Boeing 737, 757, 767, 777, and 787 aircraft</b>	
<b>Aerodromes:</b>	Not primarily affected
<b>Air Traffic:</b>	Not primarily affected
<b>Airspace:</b>	Not primarily affected
<b>Airworthiness:</b>	All Continuing Airworthiness Management Organisations
<b>Flight Operations:</b>	All Aeroplane AOC Holders
<b>Licensed/Unlicensed Personnel:</b>	Not primarily affected

**1 Introduction**

1.1 The FAA has issued an Airworthiness Directive (AD) addressing a potential unsafe condition affecting fuel shutoff valves installed on the following Boeing aircraft: B737, B757, B767, B777, which require a test and/or inspection; and on the fuel shutoff valve actuators on the B787 which require replacement, test and/or inspection. These ADs have been adopted by EASA and may be downloaded from the [EASA AD webpage](#):

- AD 2015-19-01      B777
- AD 2015-19-02      B767
- AD 2015-19-03      B737
- AD 2015-19-04      B757
- AD 2015-19-09      B787

1.2 This Safety Notice (SN) provides the process which will enable operators to utilise Flight Crew to carry out the tasks that are required on a daily basis, where this is permitted in the applicable AD.

**2 Action to be Taken**

2.1 The Continuing Airworthiness Management Organisation (CAMO) for operators of Boeing B737, B757, B767, B777, B787 aircraft should immediately make themselves aware of the relevant AD and establish whether it affects any of their aircraft.

- 2.2 For those aircraft where the AD requires daily checks to be performed, operators have an option for this to be accomplished by either engineering or by Flight Crew. Where an operator decides that the daily checks will be accomplished by engineering then each check must be correctly actioned and recorded to demonstrate compliance with the AD. Where an operator decides that the daily checks will be accomplished by the Flight Crew then the following procedure must be implemented:
- a. The Post Holder for the CAMO and the Post Holder for Flight Operations for the AOC holder should agree on the tasks to be performed by the Flight Crew.
  - b. The operation check detailed in the AD must be documented in the Operations Manual, along with a reference to the AD number.
  - c. The method of compliance with this specific AD requires that operational actions are approved by the CAA. Amendments to the Operations Manual must be submitted to your assigned CAA Flight Operations Inspector (FOI) for approval. The FOI will verify that the relevant checks and task accomplishment periods have been correctly transcribed into the Operations Manual, before approving the amended Operations Manual.
  - d. When an Operator has an approved process for the Flight Crew to action the checks specified in the ADs, they are required to record any failure in the aircraft technical log; recording of the satisfactory accomplishment of the check will not be required. All defects must be rectified in accordance with the requirements of the applicable AD.

### 3 Queries

- 3.1 Any queries or requests for further guidance as a result of this communication should be addressed to [ISPOperationsManagementTeam@caa.co.uk](mailto:ISPOperationsManagementTeam@caa.co.uk).

### 4 Cancellation

- 4.1 This Safety Notice will remain in force until further notice.