



適航指令

民航局 AD 編號 CAA-2019-03-007

1. 適用之航空產品

本適航指令，適用於 Boeing 737-8 及 737-9 (737 MAX) 之航空器型別。

2. 緣由

2018 年 10 月 29 日印尼獅航及 2019 年 3 月 10 日衣索比亞航空不到 5 個月間各有一架 737-8 新交機之飛機發生失事事件，且自印尼獅航空難後，美國聯邦航空總署(FAA) 於 2018 年 11 月 7 日發布緊急適航指令(EAD) 2018-23-51、2018 年 12 月 11 日發布正式適航指令(AD) 2018-23-51，以及衣索比亞空難後於 2019 年 3 月 11 日發布持續適航通告(Continued Airworthiness Notification to the International Community, CANIC) 2019-03，說明旨述機型之「操控特性增益系統(Maneuvering Characteristics Augmentation System, MCAS)」在遇到攻角感測器數據有誤時，水平尾翼將自動微調導致機頭不正常下沉，造成飛行組員操控飛機之困難，因此要求航空業者機組人員遭遇相關情況時，須依照飛航手冊修訂文件(Revision of Airplane Flight Manual)及相關操作程序進行緊急處置。FAA 並於 2019 年 3 月 13 日發布緊急命令停飛所有美國境內之 Boeing 737-8 及 737-9 飛機。

歐洲航空安全署(EASA)亦於 2019 年 3 月 12 日發緊急適航指令(EAD) 2019-0051-E，停止 737-8 及 737-9 機型飛機於所有歐盟區域之營運飛航，且禁止其他國家以此兩型飛機飛入及飛出歐盟區域。

同時 FAA CANIC 2019-03 文件亦表示波音將進行 MCAS 相關系統設計變更(軟體更新及系統操控限制)，顯示相關系統仍有潛在之設計風險。

雖然失事事件肇因仍於調查作業中，惟基於旨述機型已有造成飛航組員操控困難，導致飛機失控之危險，並考慮國際間對於旨述機型之飛安風險評估認為有所疑慮尚無法於短期緩解，且目前亦無法佐證波音公司設計變更之有效性，特發布本適航指令，以確保飛航安全。

3. 改正行動與執行時限

自本適航指令生效日起，停止所有航空器所有人操作 Boeing 737-8 及 737-9 飛入、飛越及飛出我國，同時停止所有操作 Boeing 737-8 及 737-9 飛航計畫之申請。

4. 生效日期

2019 年 3 月 14 日台北時間下午 7 時正。

5. 備註：

本適航指令為預防性作為，將視調查結果及原廠建議，發布後續相關適航指令。



Airworthiness Directive

CAA AD Number: CAA-2019-03-007

1. Applicability

This AD applies to all the Boeing Company Model 737-8 and - 9 (737 Max) airplanes, certificated in any category.

2. Background

There are two fatal accidents involving Boeing 737 MAX aircraft in less than five months since October 2018. After the Indonesian Lion Air accident, Federal Aviation Administration (FAA) has issued Emergency Airworthiness Directive (EAD) 2018-23-51 and Final AD 2018-23-51, which require revising certificate limitations and operating procedures of the airplane flight manual (AFM) to provide the flight crew with runaway horizontal stabilizer trim procedures to follow, if the erroneous high single angle of attack (AOA) sensor input is received by the flight control system and there are repeated nose-down trim commands of the horizontal stabilizers. Subsequently, based on the information indicating the similarities between these two accidents, the FAA issued an Emergency Order of Prohibition dated March 13, 2019 which prohibits the operation of the Boeing Company Model 737 MAX aircraft by U.S. certified operators or in U.S territory.

European Union Aviation Safety Agency (EASA) has issued the EAD 2019-0051-E to suspend all flight operations of all Boeing Model 737-8 and 737-9 airplanes in Europe and suspend all commercial flights performed by third-country operators into, within or out of the EU of the above mentioned models.

Moreover, the FAA CANIC (Continued Airworthiness Notification to the International Community) 2019-03, also shows that FAA will require Boeing to complete the design changes to enhance the MCAS (Maneuvering Characteristics Augmentation System) as well as to update training requirements and flight crew manual associated with the design changes.

Although, the root causes of these two accidents are still under investigation, based on the risk evaluations of the potential continued operational safety concerns, we hereby issue this Airworthiness Directive as the precautionary measure to maintain the flight safety.

3. Corrective Action and Compliance Time

From the effective date of this AD, suspend all commercial flight operations of Boeing 737-8 and 737-9 performed by all operators into, flying over, or out of Taiwan territory and no permissions will be granted to any flight plan of Boeing 737-8 and 737-9 operations.

4. Effective Date

14 March 2019, 19:00 Taipei Time.

5. Remarks

This AD is considered an interim action and further AD action may follow.