

HNAT 737 技术问题说明

提示单编号	撰写	校对	批准/日期
TIP737-2020-33-004	符方洲	张桃	曾晶/2020.12.6

标题 关于 MEL 33-15-02 放行的解释

一、适用性

737NG

二、背景描述

对于应急灯放行条款，在实际应用中可能存在不同的解读，特就与波音的一些沟通，对此做一些解释

三、解释说明

33-15 Interior Emergency Exit Lighting System
33-15-02 Emergency Aisle Lights (-600/-700/-800/-900/-900ER)

Interval	Installed	Required	Procedure
C	-	-	

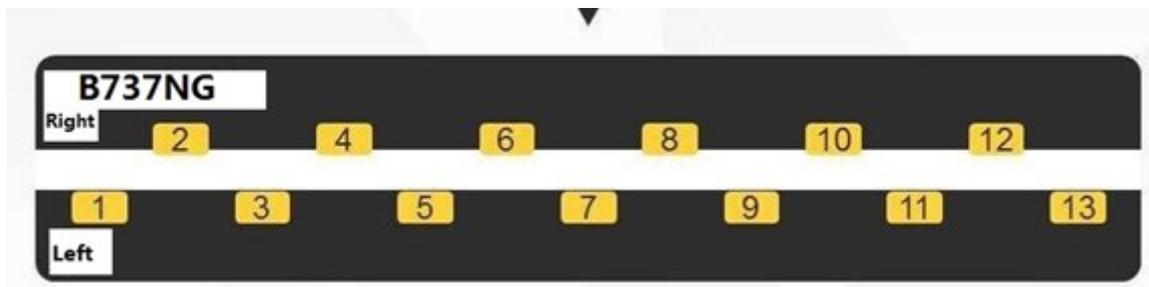
Light assemblies installed above aisle may be inoperative provided no two adjacent (opposite side) light assemblies are inoperative.

1. Adjacent (opposite side) light 指的是哪些灯

波音答复

In the proviso for 737 MMEL/DDG item 33-15-02, the term 'opposite side' is specific to the stowage bin emergency light locations. As one walks down the aisle, the emergency light locations alternates from left and right stowage bins (zig-zags).

举个例子，如果下图中 3 灯失效，则 2 灯和 4 灯必须是好的，才能按照此条款放行。即此条框中的相邻（对侧）指的是斜对侧的灯。极端情况下，一侧的应急灯可以全部失效，只要另一侧的应急灯全部正常。



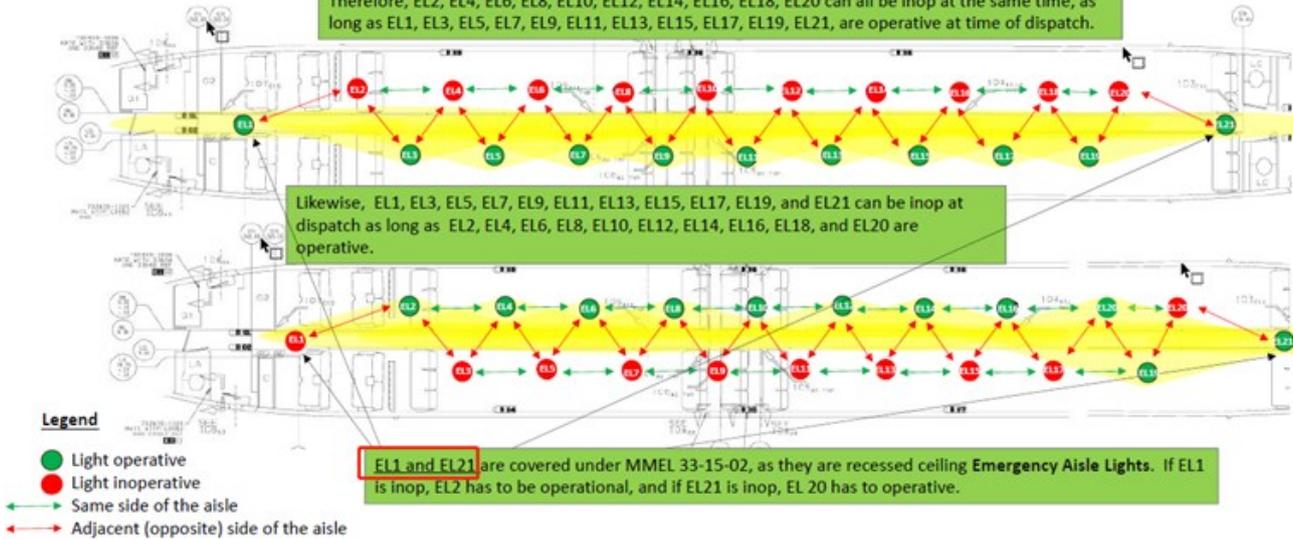
737NG MMEL 33-15-02 Interior Emergency Exit Lighting System – Emergency Aisle Lights (-600/-700/-800/-900/-900ER)

"... may be inoperative provided no two adjacent (opposite side) light assemblies are inoperative ..." does not mean two lights adjacent to each other on the same side of the aisle.

Therefore, EL2, EL4, EL6, EL8, EL10, EL12, EL14, EL16, EL18, EL20 can all be inop at the same time, as long as EL1, EL3, EL5, EL7, EL9, EL11, EL13, EL15, EL17, EL19, EL21, are operative at time of dispatch.

Likewise, EL1, EL3, EL5, EL7, EL9, EL11, EL13, EL15, EL17, EL19, and EL21 can be inop at dispatch as long as EL2, EL4, EL6, EL8, EL10, EL12, EL14, EL16, EL18, and EL20 are operative.

EL1 and EL21 are covered under MMEL 33-15-02, as they are recessed ceiling Emergency Aisle Lights. If EL1 is inop, EL2 has to be operational, and if EL21 is inop, EL 20 has to operative.



2, 头等舱头顶上有个应急灯 (M1674 供电), 不知道是算左边还是右边, 可否按照此条款放行。(波音答复了 3 次, 每次都存在意见相佐的情况, 以下为波音最终确定的版本。)

过道舱顶的应急灯包含于条款 MEL33-15-02;这两个灯相应的 adjacent light 是离的最近的行李架应急灯。

如对于 EL1 失效, 只有在 EL2 正常时, 才可以按照此 MEL 条款放行。

对应 EL2 失效, EL1 和 EL3 都需要正常, 才可以按照此 MEL 条款放行



