

6/6/2024

FOR YOUR INFORMATION

2024-115/3-14

To: Boeing Commercial Airplane Company

2113445

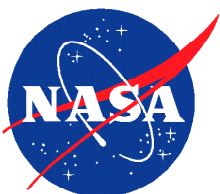
Info: FAA (AVP-1, AVP-200, AFS-200, AFS-900, AFS-260, AFS-100, AIR-720, AIR-780, AIR-360, SEA-AEG), A4A, ALPA, AMFA, ASAP, ATSG, CAPA, IAM, IBT, ICAO, ICASS, IFALPA, IPA, NTSB, PAMA, RAA, SWAPA, TWU

From: Becky L. Hooey, Director
NASA Aviation Safety Reporting System

Re: B737 MAX 9 Fuel System Anomaly

We recently received ASRS reports describing a safety concern that may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the enclosed deidentified report.

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Dr. Becky Hooey at (408) 541-2854 or email at becky.l.hooey@nasa.gov.



Aviation Safety Reporting System
P.O. Box 189 | Moffett Field, CA | 94035-0189



ACN 2113445

DATE / TIME

Date of Occurrence	202404
Local Time Of Day	No Local Time Of Day Stated

PLACE

Altitude - AGL	0
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AIRCRAFT / EQUIPMENT X

Make Model Name	B737 MAX 9
Operating Under FAR Part	121

COMPONENT 1

Aircraft Component	Fuel System
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PERSON 1

Function - Dispatch	Dispatcher
ASRS Report Number	2113445

EVENTS

Anomaly	Aircraft Equipment Problem - Less Severe
Anomaly	Deviation / Discrepancy - Procedural - MEL / CDL
Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Anomaly	Ground Event / Encounter - Fuel Issue
Detector - Person	Dispatch
Detector - Person	Flight Crew
Result - Flight Crew	Returned To Gate

NARRATIVE 1

Frequent "SPAR VALVE CLOSED" MELs have been placed on multiple Boeing MAX 9 aircraft in the last two days, with two from dispatch alone resulting in a return to gate. Placard number XXXXX/XXXXY/XXXXZ for reference. Aircraft X had a return to gate yesterday, Day 0 at XA:07 as well for the same issue. The Captain of Aircraft X also noted that Aircraft X had a history of the same issue which the Maintenance Controller on duty agreed. While the placard itself does not seem to pose a problem, my concern is that this could potentially be a manufacturing issue or an issue innate in the design of the Boeing MAX 9.

SYNOPSIS

Dispatcher reported multiple Boeing 737 MAX 9 aircraft with the same fuel system issue and suggested it might be a systemic problem on the MAX 9.