


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE	
	<p>PAD No.: 10-013</p> <p>Date: 21 January 2010</p> <p>Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>	
<p>In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below. All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation closing date indicated.</p>		
<p>Type Approval Holder's Name : Rolls-Royce plc</p>		<p>Type/Model designation(s) : RB211 Trent 800 series engines</p>
<p>TCDS Number : UK CAA 1051</p>		
<p>Foreign AD : Not applicable</p>		
<p>Supersedure : None</p>		
ATA 73		Engine – Fan Case Low Pressure Fuel Tubes and Clips - Inspection/Replacement
<p>Manufacturer(s): Rolls-Royce plc</p>		
<p>Applicability:</p>		<p>Models RB211 Trent 895-17, 892-17, 892B-17, 884-17, 884B-17, 877-17 and 875-17.</p> <p>These engines are known to be installed on, but not limited to, Boeing 777 series aeroplanes.</p>
<p>Reason:</p>		<p>Fuel leaks from the engine have occurred in-service due to damage to sections of the fan case Low Pressure (LP) fuel tubes which run between the Low Pressure and the High Pressure (HP) fuel pumps. This damage has been caused by fretting between the securing clips and the tube outer surface, which has caused localised thinning of the tube wall thickness. The thinning of the tube wall causes the tube to fracture and fuel loss to occur. In one case, fuel loss in excess of 10 000 pounds (lbs) occurred.</p> <p>Fuel leaks, if not detected early enough or if not correctly managed, could lead to potential unsafe conditions such as critical fuel unbalance or in-flight fuel starvation. Fuel leak detection and the associated aircraft procedures can be complex, leading to some flight crews failing to detect and/or address such situations. EASA has initiated reviews of fuel leak management procedures. This AD is issued as a precautionary measure to mitigate the risk of in-flight fuel starvation identified as a result of the existence of a known cause of fuel leaks.</p> <p>This AD requires inspection and, if necessary, replacement of fan case LP</p>

	fuel tubes and clips.										
Effective Date:	[TBD: 14 days after final AD issue date]										
Required Action(s) and Compliance Time(s):	<p>Required as indicated:</p> <p>(1) Initial inspection</p> <p>Within the compliance times provided in Table 1, inspect for fretting and, if required, replace the fan case LP fuel tubes and clips which run between the LP and the HP fuel pumps in accordance with (i.a.w.) Section 3 “Accomplishment Instructions” of Rolls-Royce Non-Modification Service Bulletin (NMSB) RB211-73-D685 revision 3.</p> <p><u>Table 1: Initial Inspection Threshold</u></p> <table border="1"> <thead> <tr> <th>Accumulated Hours at the effective date of this AD since new or since last inspection accomplished before the effective date of this AD i.a.w. Rolls Royce NMSB RB211-73-D685 revision 3:</th> <th>Initial Inspection Threshold:</th> </tr> </thead> <tbody> <tr> <td>From 0 to 1 999 hours</td> <td>Before the accumulation of 3 000 hours since new or since last inspection accomplished before the effective date of this AD i.a.w. Rolls Royce NMSB RB211-73-D685 revision 3</td> </tr> <tr> <td>From 2 000 hours to 4 999 hours</td> <td>Within 1 000 hours after the effective date of this AD</td> </tr> <tr> <td>From 5 000 to 5999 hours</td> <td>Before the accumulation of 6 000 hours since new or since last inspection accomplished before the effective date of this AD i.a.w. Rolls Royce NMSB RB211-73-D685 revision 3</td> </tr> <tr> <td>More than 6 000 hours</td> <td>Before further flight</td> </tr> </tbody> </table> <p>(2) Repetitive Inspection</p> <p>Following accomplishment of the initial inspection in compliance with paragraph (1) of this AD, repeat the inspection at intervals not exceeding 3 000 hours and, if required, replace the fan case LP fuel tubes and clips which run between the LP and the HP fuel pumps in accordance with section 3 “Accomplishment Instructions” of Rolls-Royce NMSB RB211-73-D685 revision 3.</p>	Accumulated Hours at the effective date of this AD since new or since last inspection accomplished before the effective date of this AD i.a.w. Rolls Royce NMSB RB211-73-D685 revision 3:	Initial Inspection Threshold:	From 0 to 1 999 hours	Before the accumulation of 3 000 hours since new or since last inspection accomplished before the effective date of this AD i.a.w. Rolls Royce NMSB RB211-73-D685 revision 3	From 2 000 hours to 4 999 hours	Within 1 000 hours after the effective date of this AD	From 5 000 to 5999 hours	Before the accumulation of 6 000 hours since new or since last inspection accomplished before the effective date of this AD i.a.w. Rolls Royce NMSB RB211-73-D685 revision 3	More than 6 000 hours	Before further flight
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Ref. Publications:	<p>Rolls-Royce RB211 Propulsion System Non Modification Service Bulletin RB211-73-D685 revision 3.</p> <p>The use of later approved revisions is acceptable for compliance with the requirements of this AD.</p>										

Remarks :	<ol style="list-style-type: none">1. This Proposed AD will be closed for consultation on 18 February 2010.2. Enquiries regarding this PAD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail ADs@easa.europa.eu3. For any question concerning the technical content of the requirements in this PAD, please contact: Rolls-Royce plc. PO Box 31, Derby, DE24 8BJ, United Kingdom. Phone: +44 (0) 1332 242424, Fax: +44 (0) 1332 249936. Email: tech.help@rolls-royce.com or download the publication from https://www.aeromanager.com
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