



Notification of a Proposal to cancel an Airworthiness Directive

PAD No.: 20-104-CN

Issued: 03 July 2020

Note: This Proposed Airworthiness Directive (PAD) Cancellation Notice (CN) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the cancellation 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 date indicated.

Design Approval Holder's Name:

ROLLS-ROYCE DEUTSCHLAND Ltd & Co KG

Type/Model designation(s):

BR700-710 engines

Effective Date: [TBD - standard: same day as AD-CN issue date]

TCDS Number(s): EASA.E.018

Foreign AD: Not applicable

Cancellation: This Notice proposes to cancel EASA AD 2017-0198 dated 10 October 2017.

ATA 73 – CANCELLED: Engine Fuel & Control – Engine Electronic Controller Firebox Assembly – Replacement

Manufacturer(s):

Rolls-Royce Deutschland Ltd & Co KG (RRD)

Applicability:

BR700-710A2-20 engines, manufacturer serial number (MSN) 12619 to 12648 inclusive, and MSN 12650 to 22719 inclusive.

BR700-710A2-20 engines, MSN up to 12618 inclusive, and MSN 12649, if modified in accordance with RRD Service Bulletin (SB) SB-BR700-73-101559, or SB-BR700-73-101634, as applicable.

BR700-710C4-11 engines, MSN 15404 to 16261 inclusive, having configuration standard 710C4-11 engraved on the engine data plate.

BR700-710C4-11 engines, MSN up to 15403 inclusive, if modified in accordance with RRD SB-BR700-73-101438, and having configuration standard 710C4-11 engraved on the engine data plate.

BR700-710C4-11 engines MSN 16049 to 16275 inclusive, having configuration standard 710C4-11/10 engraved on the engine data plate.



BR700-710C4-11 engines MSN up to 16048 inclusive, if modified in accordance with RRD SB-BR700-73-101873, and having configuration standard 710C4-11/10 engraved on the engine data plate.

These engines are known to be installed on, but not limited to, Gulfstream GV-SP (G500, G550) and Bombardier BD-700-1A10 and BD-700-1A11 series aeroplanes.

Definitions:

For the purpose of this PAD-CN, the following definitions apply:

Affected firebox assembly parts: EEC firebox cover assembly, base assembly, port shield and cover plate.

The applicable SB: RRD Alert SB-BR700-73-A101977 (BR700-710A2-20 engines), Alert SB-BR700-73-A101981 (BR700-710C4-11 engines having configuration standard 710C4-11 engraved on the engine data plate) and Alert SB-BR700-73-A101985 (BR700-710C4-11 engines, having configuration standard 710C4-11/10 engraved on the engine data plate), as applicable.

Reason:

Occurrences were reported where deterioration of an Electronic Engine Controller (EEC) firebox assembly intumescent heat resistant paint system was found to be beyond acceptable limits. Subsequent investigation determined that lack of paint adhesion, due to incorrect surface preparation during manufacturing, had caused this deterioration.

This condition, if not corrected, could reduce the fire protection capability of the EEC firebox, possibly leading to reduced control of an engine during engine fire, engine overspeed and release of high-energy debris, resulting in damage to, and/or reduced control of, the aeroplane.

To address this potential unsafe condition, RRD issued the applicable SB, as defined in this PAD-CN, to provide modification instructions introducing improved new or reworked EEC firebox assembly parts, which have a more durable paint system. Consequently, EASA issued AD 2017-0198 to require replacement of the affected firebox assembly parts with improved parts.

Since that AD was issued, test and analysis results indicate that the acceptance limits for intumescent paint loss on the affected firebox assembly parts are too strict. It could be demonstrated that even with heavily damaged coating, no unsafe condition exists or could develop. Based on this determination, the requirements of EASA AD 2017-0198 are no longer necessary.

For the reasons described above, this Notice proposes to cancel EASA AD 2017-0198.

Required Action(s) and Compliance Time(s):

None

Ref. Publications:

RRD Alert SB-BR700-73-A101977 original issue dated 22 December 2016, or Revision 1 dated 24 January 2017, or Revision 2 dated 27 March 2017, or Revision 3 dated 10 July 2017.



RRD Alert SB-BR700-73-A101981 original issue dated 22 December 2016, or Revision 1 dated 24 January 2017, or Revision 2 dated 27 March 2017, or Revision 3 dated 10 July 2017.

RRD Alert SB-BR700-73-A101985 original issue dated 22 December 2016, or Revision 1 dated 24 January 2017, or Revision 2 dated 27 March 2017, or Revision 3 dated 10 July 2017.

Remarks:

1. This Proposed AD will be closed for consultation on 17 July 2020.
2. Enquiries regarding this PAD-CN should be referred to the EASA Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. For any question concerning the technical content of this PAD-CN, please contact: Rolls-Royce Deutschland Ltd & CoKG, Eschenweg 11, Dahlewitz, 15827 Blankenfelde-Mahlow, Germany, Telephone: +49 (0) 337086 1200, E-mail: rrd.techhelp@rolls-royce.com.

