


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2011-0243</p> <p>Date: 20 December 2011</p> <p>Note: This Airworthiness Directive (AD) 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>This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>	
<p>Type Approval Holder's Name :</p> <p>Rolls-Royce plc</p>	<p>Type/Model designation(s) :</p> <p>RB211 Trent 500 Series Engines</p>
<p>TCDS Number : EASA TCDS No. E.060</p>	
<p>Foreign AD : N/A</p>	
<p>Supersedure : None</p>	
ATA 73	Engine – Low Pressure (LP) Fuel Tubes and Clips – Inspection
Manufacturer(s):	Rolls-Royce plc
Applicability:	<p>RB211-Trent 500 series engines, all serial numbers except those engines that have already been inspected in accordance with Rolls Royce Non-Modification Service Bulletin (NMSB) 73-G723.</p> <p>These engines are known to be installed on, but not limited to, Airbus A340-500 and Airbus A340-600 series aeroplanes.</p>
Reason:	<p>Fuel leaks from the LP fuel tubes which run between the LP fuel pumps and high pressure (HP) fuel pumps have occurred in-service.</p> <p>The subsequent technical investigations have shown that these have resulted from fretage between the securing clips and the LP fuel tube outer surface, which reduces the fuel tube wall thickness, leading to fracture of the fuel tube and consequent fuel leak.</p> <p>Fuel leaks, if not detected early enough or if not correctly managed, could lead to potentially unsafe conditions such as critical fuel unbalance or in-flight fuel starvation. Fuel leak detection and the associated aeroplanes procedures can be complex, leading to some flight crews being unable to detect and/or address such conditions. EASA has initiated reviews of fuel 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>For the reasons described above, for engines which have not been</p>

	inspected in-shop in accordance with NMSB 73-G723, this AD requires an on-wing inspection of the LP fuel tubes and clips and, if necessary, replacement of the affected parts with serviceable parts.
Effective Date:	03 January 2012
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Within 1 600 engine flying hours after the effective date of this AD, accomplish all the actions (inspection of LP fuel tubes and clips) in accordance with section 3. Accomplishment Instructions, paragraph A. On-wing of Rolls-Royce RB211 Trent 500 Series Propulsion Systems NMSB RB211-73-AG797. (2) If any discrepancy is identified during the inspection as required by paragraph (1) of this AD, before next flight, replace the affected LP fuel tubes and clips with serviceable parts, in accordance with section 3. Accomplishment Instructions, paragraph A. On-wing of Rolls-Royce RB211 Trent 500 Series Propulsion Systems NMSB RB211-73-AG797.
Ref. Publications:	<p>Rolls-Royce RB211 Trent 500 Series Propulsion Systems Non-Modification Service Bulletin RB211-73-AG797, Initial Issue dated 26 October 2011.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 28 October 2011 as PAD 11-111 for consultation until 25 November 2011. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact your designated Rolls-Royce representative or download the publication from your Aeromanager account at www.aeromanager.com. <p>If you do not have a designated representative or Aeromanager account, please contact Corporate Communications at Rolls-Royce plc. PO Box 31, Derby, DE24 8BJ, United Kingdom, telephone: +44 (0) 1332 242424, or send an e-mail through http://www.rolls-royce.com/contact/civil_team.jsp identifying the correspondence as being related to Airworthiness Directives.</p>