EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	PAD No.: 12-086 **Date: 23 July 2012** 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.

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.

Design Approval Holder's Name:	**Type/Model designation(s):**
Rolls-Royce Deutschland Ltd & Co KG	BR700-710 series, all models

TCDS Number:	EASA.E.018
Foreign AD:	Not applicable
Supersedure:	None

ATA 72	**Engine – Accessory Gearbox Module – Replacement of the Fuel Pump Splined Coupling**
Manufacturer(s):	Rolls-Royce Deutschland Ltd & Co KG (RRD)
Applicability:	BR700-710A1-10 and BR700-710A2-20 engines, all manufacturers serial numbers. BR700-710C4-11 engines, all manufacturers serial numbers which: (a) have hardware configuration standard 710C4-11 engraved on the engine data plate (RRD Service Bulletin (SB) SB-BR700-72-101466 standard not incorporated), or (b) have hardware configuration standard 710C4-11/10 engraved on the engine data plate (RRD SB SB-BR700-72-101466 standard incorporated). These engines are known to be installed on, but not limited to, Gulfstream GV, GV-SP (G500, G550) and Bombardier BD-700-1A10, BD-700-1A11 series aeroplanes.
Reason:	In-service experience of RRD BR700-710 fuel pump installed on the rear face of the accessory gearbox identified premature wear of the splined coupling, which had caused damage to the splined coupling. This condition, if not corrected, could lead to failure of engine fuel supply, likely resulting in an uncommanded in-flight shut down and consequent reduced control of the aeroplane. To address this potential unsafe condition, RRD issued Alert Non-Modification Service Bulletin (NMSB) BR700-72-A900509, providing instructions to replace

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<table>
<tr><td></td><td>the affected fuel pump splined couplings.

For the reasons described above, this AD introduces a life limit for the affected fuel pump splined couplings.</td></tr>
<tr><td>Effective Date:</td><td>[14 days after final AD issue date]</td></tr>
<tr><td>Required Action(s) and Compliance Time(s):</td><td>Required as indicated, unless accomplished previously:

(1) Initially, within the compliance time as specified in Table 1 of this AD, as applicable, and, thereafter, at intervals not to exceed 4 000 engine hours (EH), replace each engine fuel pump splined coupling with a serviceable part, in accordance with the instructions of RRD NMSB-BR700-72-A900509 at Revision 2.

Table 1 Initial replacement thresholds

<table><tr><td>EH accumulated since new, on the effective date of this AD</td><td>Compliance time</td></tr><tr><td>Equal to or more than 3 750 EH</td><td>250 EH after the effective date of this AD</td></tr><tr><td>Less than 3 750 EH</td><td>Before exceeding 4 000 EH</td></tr></table>
(2) Fuel coupling replacements, accomplished before the effective date of this AD, in accordance with the instructions of RRD NMSB-BR700-72-A900509 at original issue or Revision 1, are acceptable to comply with the initial requirements of this AD. After the effective date of this AD, the instructions of RRD NMSB-BR700-72-A900509 at Revision 2 (or later approved revision) must be used.

(3) From the effective date of this AD do not install a fuel pump with an affected splined coupling on an engine, or an engine with an affected fuel pump splined coupling installed, on an aeroplane, unless in accordance with requirements of this AD.

(4) Compliance with the requirements of paragraph (1) and (3) of this AD can be demonstrated by:

(4.1) Revising as follows, unless accomplished previously, the approved Aircraft Maintenance Programme (AMP) on the basis of which the operator or the owner ensures the continuing airworthiness of each operated aeroplane:

Incorporate the fuel pump splined coupling 4 000 EH life limitation as specified in RRD Alert NMSB SB-72-A900509 Revision 2,

and

(4.2) Complying with the approved AMP as described in paragraph (4.1) of this AD.</td></tr>
<tr><td>Ref. Publications:</td><td>RRD Alert NMSB-BR700-72-A900509 Revision 2 dated 17 July 2012.

The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</td></tr>
<tr><td>Remarks:</td><td>1. This Proposed AD will be closed for consultation on 20 August 2012.

2. Enquiries regarding this PAD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu.

3. For any question concerning the technical content of the requirements in this PAD, please contact:
Tel.: +49 (0) 33708 6 1200, Fax: +49 (0) 33708 6 1212.</td></tr>
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