

EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE	
	PAD No.: 14-028 Date: 31 January 2014 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 Change Approval Holder's Name: ROLLS-ROYCE plc		Type/Model designation(s): RB211 Trent 700 engines
TCDS Number: EASA.E.042		
Foreign AD: Not applicable		
Supersedure: None		
ATA 73		
Engine Fuel and Control – Low Pressure Fuel Tubes and Clips, Fuel Oil Heat Exchanger Mounts – Inspection / Replacement		
Manufacturer(s): Rolls-Royce plc		
Applicability: RB211 Trent 768-60, 772-60, 772B-60 and 772C-60 engines, all serial numbers. These engines are known to be installed on, but not limited to, Airbus A330 aeroplanes.		
Reason: Fuel leaks from the engine have occurred in-service due to damage to sections of the fan case Low Pressure (LP) fuel tube which runs between the Fuel Oil Heat Exchanger (FOHE) and the High Pressure Fuel Pump. Fretage damage between the securing clips and the tube outer surface has been caused by excessive movement within the system that resulted from deterioration of the FOHE mounting hardware. The thinning of the tube wall causes the tube to fracture and fuel loss to occur. Fuel leak detection and the associated flight crew procedures can be complex, leading to some flight crews failing to detect and/or address such situations. This condition, if not detected and corrected, could lead to a critical fuel imbalance or in-flight fuel starvation, possibly resulting engine in-flight shut-down and, consequently, reduced control of the aeroplane. Rolls-Royce issued Non Modification Service Bulletin (NMSB) RB.211-73-AH522 , to provide instructions to detect and replace deteriorated hardware. For the reasons described above, this AD requires repetitive on-wing and in-shop inspections and, depending on findings, replacement of fan case LP fuel tubes, clips and FOHE mounting hardware.		

Effective Date:	[TBD: 14 days after final AD issue date]						
Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: Note 1: Where in this AD, reference is made to an RR SB or NMSB with an 'A' (Alert) in the number, it should be recognised that an earlier or later revision may not have that 'A'. This kind of change does not effectively alter the publication references for the purpose of this AD. (1) Within the compliance time specified in Table 1 of this AD and, thereafter, at intervals not to exceed 4 000 flight hours (FH) accomplish an on-wing inspection of fan case LP fuel tubes Part Number (P/N) FW53576 and the relevant associated clips, and FOHE mounts and associated hardware in accordance with the instructions of Rolls-Royce NMSB RB.211-73-AH522. Table 1 <table border="1"> <tr> <th>FH accumulated by the engine since new, on the effective date of this AD</th><th>Compliance time</th></tr> <tr> <td>3 200 FH or more</td><td>Within 800 FH after the effective date of this AD</td></tr> <tr> <td>Less than 3 200 FH</td><td>Before exceeding 4 000 FH since new</td></tr> </table> (2) From the effective date of this AD, during each engine shop visit, inspect the fan case LP fuel tubes P/N FW26589, P/N FW36335, P/N FW26587, P/N FW53576 and P/N FW53577 and the relevant associated clips, and the FOHE mounts and associated hardware, in accordance with the instructions of Rolls-Royce NMSB RB.211-73-AH522 or Rolls-Royce NMSB RB.211-73-G848. Note 2: In-shop inspection instructions are specified in Rolls-Royce NMSB RB.211-73-G848 at the time of issuance of this PAD, but will be replaced by instructions in Rolls-Royce NMSB RB.211-73-AH522 Revision 1 [to be issued]. (3) If, during any inspection as required by paragraph (1) or (2) of this AD, any discrepancies (as defined in Rolls-Royce NMSB RB.211-73-AH522) are detected, before next flight, or before release to service of the engines, as applicable, replace the affected fan case LP fuel tubes and relevant associated clips, and FOHE mounts and associated hardware, in accordance with the instructions of Rolls-Royce NMSB RB.211-73-AH522 or, as applicable, Rolls-Royce NMSB RB.211-73-G848. (4) An in shop inspection accomplished in accordance with paragraph (2) of this AD is acceptable in lieu of an on-wing inspection as required by paragraph (1) of this AD. (5) Replacement of fan case LP fuel tubes and the relevant associated clips or FOHE mounts and associated hardware with serviceable parts, as required by paragraph (3) of this AD, does not constitute terminating action for the repetitive inspections required by paragraph (1) and (2) of this AD.	FH accumulated by the engine since new, on the effective date of this AD	Compliance time	3 200 FH or more	Within 800 FH after the effective date of this AD	Less than 3 200 FH	Before exceeding 4 000 FH since new
FH accumulated by the engine since new, on the effective date of this AD	Compliance time						
3 200 FH or more	Within 800 FH after the effective date of this AD						
Less than 3 200 FH	Before exceeding 4 000 FH since new						
Ref. Publications:	Rolls-Royce NMSB RB.211-73-AH522 dated 20 September 2013. Rolls-Royce NMSB RB.211-73-G848 original issue dated 30 March 2012, or Revision 1 dated 21 January 2013, or Revision 2 dated 20 September 2013. The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.						

Remarks:	1. This Proposed AD will be closed for consultation on 28 February 2014. 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 your designated Rolls-Royce representative or download the publication from your Aeromanager account at www.aeromanager.com. If you do not have a designated representative or Aeromanager account, please contact Corporate Communications at Rolls-Royce plc., P.O. Box 31, Derby, DE24 8BJ, The 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.
----------	---