

EASA	NOTIFICATION OF A PROPOSAL TO CANCEL AN AIRWORTHINESS DIRECTIVE
	PAD No.: 14-135-CN Date: 10 September 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 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 closing date indicated.	
Design Approval Holder's Name: ROLLS-ROYCE plc	Type/Model designation(s): RB211 Trent 556-61 engines
TCDS Number: EASA.E.060	
Foreign AD: Not applicable	
Cancellation : This Notice proposes to cancel CAA-UK AD G-2003-0001 dated 31 July 2003.	
ATA 73	Cancelled: Engine Fuel Control – Fuel Flow Meter – Inspection
Manufacturer(s):	Rolls-Royce plc (RR)
Applicability:	RB211 Trent 556-61 engines, all serial numbers (s/n) up to 71124 inclusive, except those s/n listed in RR Non Modification Service Bulletin (NMSB) RB.211-73-AE200.
Reason:	During 2002, a report was received where fuel was observed to be running from the fan cowl doors of a Trent 556-61 engine during taxi in of an aeroplane. Subsequent investigation identified the source of the fuel leak to be permanent distortion of the face of the fuel tube connecting flanges at the fuel flow meter. The distortion of the flange is not aggravated by service use but exposure to fuel pressures extrudes the seal through the gap between the flanges, leading to a fuel leak, which could rapidly increase in flight. Prompted by these findings, RR issued NMSB RB211-73-AE200 to provide instructions to inspect the space between the seal and the High Pressure (HP) fuel tube adaptor face on each side of the fuel flow transmitter and, consequently, UK CAA issued AD G-2003-0001 to require that one-time inspection. Since that AD was issued, Rolls-Royce plc has confirmed the following: • All affected engines have been inspected in accordance with the requirements of UK CAA AD G-2003-0001. • All non-conforming parts have been removed from the supply chain. • Further non-conforming parts were prevented from entering service through 100% inspection of all RB211 Trent 500 series engines fuel supply tubes.

	Based on these findings, EASA have determined that the unsafe condition addressed by CAA UK AD G-2003-0001 no longer exists. For the reasons described above, this Notice proposes to cancel UK CAA AD G-2003-0001.
Effective Date:	[TBD: same date as Final AD-CN issue date]
Required Action(s) and Compliance Time(s):	None
Ref. Publications:	Rolls-Royce NMSB RB.211-73-AE200 initial issue, dated 11 July 2003, or Revision 1 dated 22 August 2003.
Remarks:	1. This Proposed AD-CN will be closed for consultation on 08 October 2014. 2. Enquiries regarding this PAD-CN should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu. 3. For any question concerning the technical content of this PAD-CN, 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 email through http://www.rolls-royce.com/contact/civil_team.jsp identifying the correspondence as being related to airworthiness directives.