



## Airworthiness Directive Cancellation Notice

**AD No.:** 2018-0115-CN

**Issued:** 29 August 2018

Note: This Airworthiness Directive (AD) Cancellation Notice (CN) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.

### Design Approval Holder's Name:

ROLLS-ROYCE DEUTSCHLAND Ltd & Co KG

### Type/Model designation(s):

BR700-710C4-11 engines

Effective Date: 29 August 2018

TCDS Number(s): EASA.E.018

Foreign AD: Not applicable

Cancellation: This Notice cancels EASA AD 2018-0115 dated 28 May 2018.

## ATA 72 – CANCELLED: Engine – Accessory Gearbox Mount Assembly Tie Bolts – Replacement

---

### Manufacturer(s):

Rolls-Royce Deutschland Ltd & Co KG (RRD)

### Applicability:

BR700-710C4-11 engines, manufacturer serial numbers up to 16201 inclusive, having configuration standard 710C4-11/10 engraved on the engine data plate (RRD Service Bulletin (SB) SB-BR700-72-101466 incorporated), except those modified in accordance with RRD SB-BR700-72-101905.

These engines are known to be installed on, but not limited to, Gulfstream GV-SP (commercial designation G550) aeroplanes.

### Definitions:

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

**The SB:** RRD Alert SB-BR700-72-A101962 Revision 2 dated 05 July 2017.

**Affected tie bolt:** Tie bolts, having Part Number (P/N) 39544000, installed on the accessory gearbox (AGB) mount assembly, P/N 39543700.



**Reason:**

An engineering review revealed a negative strength margin for the AGB mounting pins in case of windmilling after a fan blade-off (FBO) event.

This condition, if not corrected, could lead to failure of the AGB mount pins, possibly resulting in separation of the AGB from the engine with consequent damage to, and/or reduced control of, the aeroplane.

To address this potential unsafe condition, RRD developed an improved tie bolt and issued the SB to provide replacement instructions and, consequently, EASA issued AD 2018-0115 to require replacement of the AGB mount assembly tie bolts on the magnesium AGB.

Since that AD was issued, further investigation results provided an improved understanding of representative load assumptions for post-FBO operation, and determined new loads for the life assessment of the affected tie bolts. The conclusion of this re-assessment is that the affected tie bolts, made of Inco718, have sufficient fatigue life to withstand post-FBO windmilling loads, both for engines with a magnesium or aluminium AGB installed.

For the reasons described above, EASA have determined that the unsafe condition as addressed by AD 2018-0115 does not, in fact, exist and cannot develop on any BR700-710C4-11 engine. Consequently, this AD-CN cancels EASA AD 2018-0115.

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

None

**Ref. Publications:**

RRD SB-BR700-72-A101962 original issue dated 02 June 2016, or Revision 1 dated 13 September 2016, or Revision 2 dated 05 July 2017.

**Remarks:**

1. This AD-CN was posted on 19 July 2018 as PAD 18-100-CN for consultation until 16 August 2018. No comments were received during the consultation period.
2. Enquiries regarding this AD-CN should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
3. For any question concerning the technical content of this AD-CN, please contact: Rolls-Royce Deutschland Ltd & Co KG, Eschenweg 11, Dahlewitz, 15827 Blankenfelde-Mahlow, Germany, Telephone: +49 (0) 337086 1200, E-mail: [rrd.techhelp@rolls-royce.com](mailto:rrd.techhelp@rolls-royce.com).

