


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2013-0110</p> <p>Date: 24 May 2013</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 EU 748/2012, Part 21.A.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>Design Approval Holder's Name: Rolls-Royce Deutschland Ltd & Co KG</p>	<p>Type/Model designation(s): BR700-725A1-12 engines</p>	
<p>TCDS Number:</p>	<p>EASA.E.018</p>	
<p>Foreign AD:</p>	<p>Not applicable</p>	
<p>Supersedure:</p>	<p>None</p>	
<p>ATA 73</p>	<p>Engine Fuel and Control – Spill Return to Fuel Pump Tube – Replacement</p>	
<p>Manufacturer(s):</p>	<p>Rolls-Royce Deutschland Ltd & Co KG (RRD)</p>	
<p>Applicability:</p>	<p>BR700-725A1-12 engines, all serial numbers. These engines are known to be installed on, but not limited to, Gulfstream GVI (commercial designation G650) aeroplanes.</p>	
<p>Reason:</p>	<p>Cracks occurred in the Spill Return to Fuel Pump Tube, installed between the Fuel Metering Unit (FMU) and the main fuel pump, which resulted in fuel leaks. This condition, if not corrected, could lead to unacceptable rate of commanded engine in-flight shut downs or aircraft diversions. To address this potential unsafe condition, RRD issued Service Bulletin (SB) SB-BR700-73-101847, providing instructions for replacement of the Spill Return to Fuel Pump Tube. For the reasons described above, this AD requires replacement of Spill Return to Fuel Pump Tube with an improved part and prohibits installation of the previous design Spill Return to Fuel Pump Tube with P/N FW64852.</p>	
<p>Effective Date:</p>	<p>31 May 2013</p>	

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Within 15 days after the effective date of this AD, identify the part number (P/N) of the Spill Return to Fuel Pump Tube installed between the FMU and the main pump on each engine. A review of the engine delivery or maintenance records is acceptable to determine the installed Spill Return to Fuel Pump Tube P/N, provided those records can be relied upon for that purpose. (2) If, during the identification as required by paragraph (1) of this AD, a Spill Return to Fuel Pump Tube with P/N FW64852 is found to be installed, within 15 days after the effective date of this AD, replace the Spill Return to Fuel Pump Tube with an improved part in accordance with the instructions of RRD SB-BR700-73-101847. (3) If, on the effective date of this AD, the engine is in a shop or undergoing overhaul, before release to service of the engine, replace the P/N FW64852 Spill Return to Fuel Pump Tube with an improved part in accordance with the instructions of RRD SB-BR700-73-101847. (4) After modification of an engine as required by paragraph (2) or (3) of this AD, as applicable, do not install a P/N FW64852 Spill Return to Fuel Pump Tube on that engine.
<p>Ref. Publications:</p>	<p>RRD SB-BR700-73-101847 Initial Issue, dated 17 May 2013.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks:</p>	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication. 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: <p style="margin-left: 20px;">Rolls-Royce Deutschland Ltd & Co KG Eschenweg 11, Dahlewitz 15827 Blankenfelde-Mahlow Germany Telephone: +49 (0) 33 7086 1200 Fax: +49 (0) 33 7086 1212 E-mail: rrd.tech.help@rolls-royce.com.</p>