
AIRWORTHINESS DIRECTIVE

On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/TAY/8 Amdt 1 and issues the following AD under subregulation 39.001(1) of CASR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

Rolls Royce Turbine Engines - Tay Series**AD/TAY/8
Amdt 2****Engine LP Fuel Tube****8/2005**

Applicability: Rolls Royce TAY 611-8, 620-15, 650-15 and 651-54 series engines.

Requirement:

1. Unless the relevant maintenance records certify that compliance in accordance with cancelled AD/F100/57, AD/TAY/8 or AD/TAY/8 Amdt 1, German LBA AD 2002-331 or 2002-358/2 or the Service Bulletin(s) referenced in the LBA AD's has been carried out, inspect low pressure fuel tube, P/N JR33021, for fretting in accordance with the Accomplishment Instructions of Rolls Royce Service Bulletins TAY-73-1553R3 dated 31 May 2005 or TAY-73-1593R1 dated 31 May 2005.
2. Repeat Requirement 1.
3. Inspect low pressure fuel tube, P/N JR26955 in accordance with Rolls Royce SB TAY-73-1669 dated 31 May 2005.
4. Repeat Requirement 2.
5. Replace low pressure fuel tube, P/N JR33021 and P/N JR26955, with new improved low pressure tube P/N JR58112 in accordance with the Accomplishment Instructions in Rolls Royce Service Bulletins TAY-73-1592R1 dated 31 May 2005.

Terminating Action

Replacement of low pressure fuel tube, P/N JR33021 and JR26955, with new improved low pressure tube P/N JR58112 in accordance with the Accomplishment Instructions in Rolls Royce Service Bulletins TAY-73-1592R1 dated 30 April 2003, terminates any further repeat inspections required by the Directive.

Note: LBA AD D-2002-358/6 (as approved by EASA approval number 2005-4734 dated 31 May 2005) refers.

Compliance: **For TAY 620-15 and 650-15 series engines:**

For Requirement 1: Prior to further flight after the effective date of this Directive.

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AD/TAY/8 Amdt 2 (continued)

For Requirement 2: At intervals not to exceed 1000 hours time-in-service (TIS) since last carrying out the inspection required by Requirement 1.

For Requirement 3: Within 1000 flight hours after the effective date of this Directive.

For Requirement 4: At intervals not to exceed 1000 TIS since last carrying out the inspection required by Requirement 3.

For Requirement 5: By 30 December 2005, except for engines with less than 4000 hours time-since-new (TSN) on 30 December 2005 when replacement must be carried out before reaching 4000 hours TSN.

For TAY 611-8 and 651-54 series engines:

For Requirement 1: For engines with less than 4000 hours TSN the initial inspection must be carried out before reaching 4000 hours TSN after the effective date of this Directive. For engines with more than 4000 hours TSN the initial inspection must be accomplished before further flight.

For Requirement 2: At intervals not to exceed 1000 hours TIS since last carrying out the inspection required by Requirement 1.

For Requirement 3: Within 1000 flight hours after the effective date of this Directive.

For Requirement 4: At intervals not to exceed 1000 TIS since last carrying out the inspection required by Requirement 3.

For Requirement 5: By 30 December 2005, except for engines with less than 4000 hours TSN on 30 December 2005 when replacement must be carried out before reaching 4000 hours TSN.

This Amendment becomes effective on 4 August 2005.

Background: In-service experience of the worldwide TAY 650 fleet has shown the possibility of fuel leakage from the engine low pressure fuel tube connected to the fuel flowmeter and high pressure pump. Originally, AD/F100/57 was raised following a partial disconnect of the fuel tube causing a massive fuel leak which resulted in an in-flight double engine flame-out due to fuel starvation. This Directive cancelled AD/F100/57 and raised a new Directive extending applicability to other RR TAY model/series engines.

This amendment now includes inspection requirements for low pressure fuel tube P/N JR26955, reduces the repetitive inspection interval from 2000 to 1000 hours, and increases the period for replacement of the tubes from 30 June 2005 to 31 December 2005.

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AD/TAY/8 Amdt 2 (continued)

Amendment 1 of this Directive included an additional fuel tube that is required to be replaced. The compliance times did not change for both the inspection and replacement of the tubes.

Amendment 1 of this Directive became effective 8 July 2004.

The original issue of this Airworthiness Directive became effective on 16 July 2003.



James Coyne
Delegate of the Civil Aviation Safety Authority

24 June 2005