

Advisory Wire

REFERENCE NO:	AW700-72-0722 Rev 1	INFORMATION TYPE:	Maintenance Operational
ATA:	72-00	EFFECTIVITY:	Global Express / XRS (9002 - 9312, 9314 - 9380, 9384 - 9429) Global 5000 (9127 to 9383, 9389 to 9400, 9404 to 9431 and 9998) Global 5000 feat. Vision Flight Deck (9386, 9401, 9445 - 9997) Global 6000 (9381, 9432 -9997) Global 5500, Global 6500 (9861, 9872, 60001 – 61999)
SUBJECT:	Un-commanded Engine Shutdown		

1. REFERENCES:

1.1 Rolls-Royce ISEN 2019-01

1.2 FON 01-09 – Engine - ENG-004 – NC, L (R) FADEC FAULT posted on the ground prior to taxi

2. INTRODUCTION:

This Advisory Wire revision is to update Operators on the result of the investigation related to the un-commanded engine shutdown on a Global Express during cruise flight phase.

3. DESCRIPTION:

An Operator reported an occurrence where, in cruise during transition from 25 000 feet to 26 000 feet the left engine experienced an un-commanded shutdown accompanied by a “L ENGINE FLAMEOUT” amber CAS message.

The crew attempted one unsuccessful relight procedure and performed an uneventful single engine landing.

Customer Services

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During troubleshooting, a review of the Engine Electronic Controller (EEC) Non-Volatile memory (NVM) revealed 5 faults recorded at the time of the occurrence:

- P30 TUBE [LEAK/BLKC]/EEC
- EEC [DUAL LANE HEALTH]
- FMU CH A WRG/FMU [VSV TM] RNG
- FMU CH A WRG/FMU [FMV TM] RNG
- VSVA CHB WRG/VSVA (LVDT) RNG

The “P30 TUBE [LEAK/BLKC]/EEC” and the “EEC [DUAL LANE HEALTH]” fault/condition have resulted in an EEC commanded engine shutdown and ENG FLAMEOUT EICAS message to be posted.

Result of troubleshooting identified the left EEC as primary suspect. The EEC has been replaced. New fuel filters were installed as preventive maintenance and the aircraft has been returned to service.

The removed EEC is being returned to the vendor for investigation and root cause assessment.

The EEC was tested and found faulty on CHB, leading to the replacement of the connect module. Additional testing was conducted but found inconclusive for CHA; solder joints of interest were reflowed, and one relay was replaced.

The investigation highlighted the need for additional guidance to the crew for situations where prior to dispatch, a L (R) FADEC FAULT is posted temporarily. As a result, Bombardier has published a Flight Operation Note (FON) explaining the possible consequences of a transient L (R) FADEC FAULT on the ground prior to dispatch.

The FON is titled ENG 004 – L (R) FADEC FAULT posted on the ground prior to taxi (Ref 1.2)

4. ACTION:

Operators should familiarize themselves with the newly released FON ENG-004 – L (R) FADEC FAULT posted on the ground prior to taxi (Ref 1.2).

Should you have any queries pertaining to this Advisory Wire, please contact your local Field Service Representative or the Customer Response Center (CRC).