

ADVISORY WIRE

AW700-28-0306, Rev. 1

DATE: March 12, 2013

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FROM: BOMBARDIER CUSTOMER SERVICES BUSINESS AIRCRAFT

ADVISORY WIRE

REFERENCE NO: AW700-28-0306, Rev. 1

SUBJECT: Fuel System – Aft Tank Flexible Fuel Cell

EFFECTIVITY: Global Express (9002 to 9153)
Global Express XRS (9159 to 9431)
Global 6000 (9313, 9381, 9432 to 9997)

ATA: 28-12

This Advisory Wire contains Operational and Maintenance Information

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1.0 REFERENCES:

1.1 AIPC 28-12-09 Figure 1, item 15

1.2 Service Bulletin 700-28-052 Modification – Aft Fuel tank – Trim Pull Tab Next to Relief Valve

1.3 Service Bulletin 700-28-6002 Modification – Aft Fuel tank – Trim Pull Tab Next to Relief Valve

2.0 INTRODUCTION:

Revision 1 to this Advisory Wire is to provide Operators with the corrective action that prevents a possible fuel leak from the aft tank pressure relief valve drain line, as reported by the initial release of this Advisory Wire.

3.0 DESCRIPTION:

An Operator reported that fuel was leaking from the AFT Tank drain under the aircraft. Investigation revealed that the source of the leakage was coming from the aft tank pressure relief line. Subsequently, it was found that the aft tank bladder internal strap was caught in the aft tank pressure relief valve (see reference 1.1 above and image 3.1 below.)

Several months prior to this event, the aircraft experienced an aft tank refuel/defuel valve that was stuck open during refueling and fuel had spilled over via the pressure relief line. As designed, the relief valve opened at 3.5 psig (in the event the refuel shutoff valve fails to close) and prevented an overpressure of the aft tank. It is suspected that during the fuel spill, the fuel flow going through the pressure relief valve caused the bladder strap to go into the valve due to the strap location and length.

The bladder strap was cut via SRPSA to prevent re-occurrence of this issue and the aircraft was returned to service without re-occurrence.

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Note that the bladder tank is removed at the 8C inspection and there have been no similar reports following these inspections. Only one case was reported where the bladder strap became unglued during removal of the fuel cell. No interference with the pressure relief valve was noted.

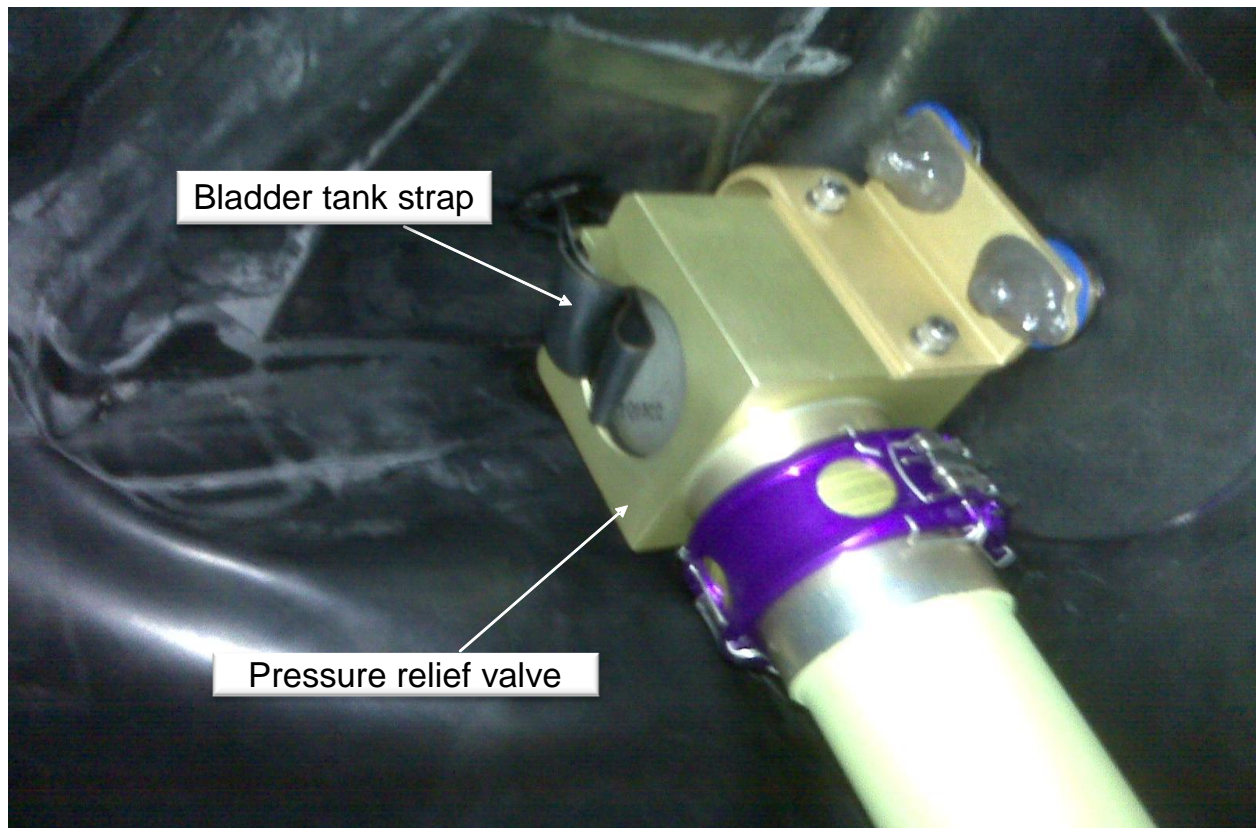


Image 3.1

Bombardier released the reference 1.2 and 1.3 Service Bulletins, which authorize cutting the bladder tank strap (or pull tab) next to the pressure relief valve. This will prevent the condition originally reported by this Advisory Wire.

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4.0 ACTION:

Operators should familiarize themselves with the reference 1.2 and 1.3 Service Bulletins which are recommended at the next "8C" check.

Once the reference 1.2 or 1.3 Service Bulletin has been embodied, this Advisory Wire is no longer applicable.

Please note the intent of the reference 1.2 and 1.3 Service Bulletins was introduced into production at aircraft serial number 9411 and subsequent.