ADVISORY WIRE
AW700-73-0378, Rev. 1

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FROM: BOMBARDIER CUSTOMER SERVICES BUSINESS AIRCRAFT

ADVISORY WIRE

REFERENCE NO: AW700-73-0378, Rev.1

SUBJECT: Engine Power Pull-back to Idle during Ground Operation

EFFECTIVITY: Global Express / XRS (9002 – 9312, 9314 – 9380, 9384 -9429)
Global 5000 (9127 – 9383, 9389 - 9400 9404 – 9431, 9998)
Global 5000 featuring Global Vision Flight Deck (9386, 9401, 9445 to 9997)
Global 6000 aircraft (9313, 9381, 9432 to 9997)

ATA: 73-00

This Advisory Wire contains Operational and Maintenance Information

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1.0 REFERENCES:

1.1 Rolls-Royce Notice to Operators No:174, Reset of the EEC system prior to every engine start, issue no:03, April 19 2012

2.0 INTRODUCTION:

This Advisory Wire revision is to inform Operators that Rolls-Royce issued the NTO 174, Rev.3 to extend the effectivity to all BR710 A2-20 engines.

3.0 DESCRIPTION:

To date, four (4) events were reported to Bombardier where engines did not respond to throttle command without an amber L/R FADEC FAIL message being posted on Engine Indicating Crew Alerting System (EICAS). In all cases, this condition occurred during ground operation and the engines recovered full functionality after an engine shut down.

The Non Volatile Memory (NVM) data was retrieved from the Engine Electronic Controllers (EEC) and provided to Rolls-Royce for analysis.

The preliminary investigation results revealed that a degradation of engine health monitoring during engine operation caused the EEC to force the engine to reduce power to idle. If both channels of the EEC are at health Level 2 or worse while the engine is running, the EEC will reduce engine power to idle. Health level is graduated on a scale from 0 to 3, zero being the healthiest level.

It is believed that a fault latched by the EEC standby channel prior to engine startup, combined with an additional fault detected by the EEC channel in control during the engine's normal operation, would result in the engine being forced to idle by the EEC without posting a L/R FADEC FAIL amber message on EICAS.

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4.0 ACTION:

In order to support Bombardier and Rolls-Royce in the EEC investigation, the following actions are recommended:

1- To prevent any loss of the recorded data, in a situation where engines would not respond to throttle command, we recommend downloading and forwarding the EEC NVM and the Flight data recorder (FDR) download file as soon as possible to the Bombardier Customer Response Center (CRC) of Montreal at: ac.yul@aero.bombardier.com.

Take note that the FDR recording capacity is limited. Therefore, it is recommended to perform a FDR download as soon as possible after the condition is seen.

2- To minimise the potential of an engine pull back to idle, operators are invited to consult Roll-Royce **NTO 174 (ref 1.1)** which provides a reset procedure of the EEC system prior to every engine start.

Bombardier will inform Operators, through further revisions of this Advisory Wire, if any fleet action is required as determined by the investigation.

Have any suggestions or comments?
Please take a moment to fill out our Advisory Wire survey:
http://csefeedback.aero.bombardier.com/index.php?sid=64299&newtest=Y&lang=en