

Advisory Wire

REFERENCE NO:	AW700-72-0864 Rev 6	INFORMATION TYPE:	Maintenance Operational
ATA:	72-00	EFFECTIVITY:	Global 7500
SUBJECT:	On-Going Investigation Into Two Engine Fire Indications		

1. REFERENCES:

- 1.1. General Electric (GE) ALL OPERATOR WIRE (AOW) – [22-PASSPORT-001 Revision 5](#) – Released October 17, 2022
- 1.2. Airplane Flight Manual (AFM) – Sections 03-05-11 & 03-05-13
- 1.3. Flight Crew Operating Manual (FCOM) Volume 1 – Sections 03-05-12 & 03-05-15
- 1.4. Quick Reference Handbook (QRH) Volume 2 – Sections ENG 05-11 & ENG 05-13
- 1.5. GE VSB [PASSPORT20-A-72-00-0141-00A-930A-D](#) - Visual Inspection of the core compartment with a borescope - Released April 14, 2022
- 1.6. GE VSB [PASSPORT20-A-72-00-0142-00A-930A-D](#) - Fuel manifolds coupling nuts re-torque for containment action - Released May 11, 2022
- 1.7. Federal Aviation Administration (FAA) Airworthiness Directive (AD) [2022-13-12](#)
- 1.8. Transport Canada Civil Aviation (TCCA) Airworthiness Directive (AD) [US2022-13-12](#)
- 1.9. European Union Aviation Safety Agency (EASA) Airworthiness Directive (AD) [US-2022-13-12](#)

2. INTRODUCTION:

The revision of this Advisory Wire (AW) is to inform operators that GE has released a revision to the [22-PASSPORT-001 Revision 5](#) (Ref 1.1) to inform operators of a recent finding during the accomplishment of the GE SB [PASSPORT20-A-72-00-0142-00A-930A-D](#) (Ref 1.6)

3. DESCRIPTION:

As previously mentioned, Bombardier has received two reports of single engine fire indication events from in-service aircraft. The R ENG FIRE (Warning) CAS message was reported during the first event and L ENG FIRE (Warning) CAS message was reported during the second event. In both cases, the respective fire messages were posted shortly after takeoff (during takeoff / climb out) and both aircraft returned to base without incident. There was no need to use the fire extinguishing bottles to put out the fire.

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Post-flight inspections on affected engines revealed evidence of fire that was contained within the engine core compartment. Decision was made to return both impacted engines back to GE for detailed inspection.

Previous revisions of the GE AOW 22-PASSPORT-001 contained the details of the on-going investigation and different publications from the authorities. Revision 5 (Ref 1.1) of this AOW provides the following additional information:

Recently, while carrying out the Service Bulletin (Ref 1.6), the maintenance team noted an unusual finding as they inspected the fuel nozzle to manifold joints. The findings were reported to GE Engineering, who have evaluated it and recommended that the engine be removed and returned to the GE Maintenance, Repair and Overhaul (MRO) facility for further investigation. There was no operational event associated with the finding. There were also no engine CAS or maintenance fault messages recorded prior to identification of this finding at the scheduled engine maintenance. The engine removal activity is on-going and has been coordinated with the National Transportation Safety Board (NTSB) as Bombardier and GE continue to work jointly with them on this investigation for root cause.

GE SB [PASSPORT20-A-72-00-0142-00A-930A-D](#) (Ref 1.6) "Fuel manifolds coupling nuts re-torque for containment action" is applicable to 194 engines (97 aircraft) and has been accomplished on 83% of these engines. The finding discussed above is the only finding from the accomplishment of this service bulletin to date.

4. ACTION:

Customers should become familiar with the updated [22-PASSPORT-001 Revision 5](#) (Ref 1.1) and confirm if their engine(s) are included in the affected engine population.

For engines that have complied with AD [2022-13-12](#) (Ref 1.7 - 1.9), no further action is required.

For engines that have not complied to the AD [2022-13-12](#) (Ref 1.7 - 1.9), GE is recommending the SB [PASSPORT20-A-72-00-0142-00A-930A-D](#) (Ref 1.6) be accomplished by November 30, 2022. The operators with the engines that have not complied with the AD [2022-13-12](#) (Ref 1.7 - 1.9) may contact their GE and Bombardier Field Service teams for assistance.

This recommendation does not change the compliance requirements as stated in the AD [2022-13-12](#) (Ref 1.7-1.9).

In the unlikely event that an (L/R) ENG FIRE (Warning) CAS message is observed, it is important that the crew follow the flight manual procedures (Ref. 1.2 – 1.4).

Should you have any questions pertaining to this AW or require additional information, please contact your Bombardier Field Service Representative (FSR) or the Customer Response Center (CRC 24/7) team.