


| EASA | AIRWORTHINESS DIRECTIVE | |
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|  | <p>AD No.: 2015-0127R1</p> <p>Date: 14 August 2015</p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p> | |
| <p>This AD is issued in accordance with EU 748/2012, Part 21.A.3B. In accordance with EU 1321/2014 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [EU 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p> | | |
| <p>Design Approval Holder's Name: ROLLS-ROYCE plc</p> | <p>Type/Model designation(s): Viper engines</p> | |
| <p>TCDS Numbers: United Kingdom No. 1025, 1033 and 1038</p> | | |
| <p>Foreign AD: Not applicable</p> | | |
| <p>Revision / Supersedure: This AD revises EASA AD 2015-0127 dated 02 July 2015, and supersedes EASA AD 2012-0243 dated 12 November 2012, including its Correction dated 13 November 2012.</p> | | |
| ATA 05, 72 | Time Limits / Maintenance Checks – Engine Critical Parts – Reduction of Cyclic Life Limits | |
| <p>Manufacturer(s):</p> | <p>Rolls-Royce plc (RR)</p> | |
| <p>Applicability:</p> | <p>Viper Mk. 521, Mk. 522 and Mk. 601-22 engines, all serial numbers.</p> <p>These engines are known to be installed on, but not limited to, Beechcraft Corporation (formerly Hawker Beechcraft, Raytheon Aircraft Company, Beech Aircraft Corporation, British Aerospace, Hawker Siddeley) BH.125 and HS.125 Series 1A and 1B, Series 3, 3A/B, 3A/R, 3B/R, 3A/RA, 3B/RA, 3B/RB and 3B/RC, Series 400, 400A, 400B, 401B, 403A(C) and 403B, and Series 600, 600A and 600B aeroplanes.</p> | |
| <p>Reason:</p> | <p>An engineering analysis, carried out by RR, of the lives of critical parts of the Viper Mk. 521, Mk. 522 and Mk. 601-22 engines, has resulted in reduced cyclic life limits for certain critical parts.</p> <p>Operation of critical parts beyond these reduced cyclic life limits may result in part failure, possibly resulting in the release of high-energy debris, which may cause damage to the aeroplane and/or injury to the occupants.</p> <p>The reduced limits have been published by RR in Alert Service Bulletin (SB) 72-A207 for Viper Mk.601-22 engines, ASB 72-A408 for Viper Mk.521 engines, and ASB 72-A412 and ASB 72-A413 for Viper Mk.522 engines.</p> <p>For the reasons described above, EASA issued AD 2015-0127 to require implementation of the reduced cyclic life limits of the affected critical parts, i.e. replacement of each part before the applicable reduced life limit is exceeded, and replacement of those critical parts that have already exceeded the reduced cyclic life limits.</p> | |

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| | <p>Since that AD was issued, it was determined that all requirements of EASA AD 2012-0243 are taken over by AD 2015-0127.</p> <p>For that reason, EASA AD 2015-0127 is revised to supersede AD 2012-0243.</p> |
| Effective Date: | <p>Revision 1: 14 August 2015</p> <p>Original issue: 16 July 2015</p> |
| Required Action(s) and Compliance Time(s): | <p>Required as indicated, unless accomplished previously:</p> <p>Note 1: Where, in this AD, reference is made to a RR SB with an 'A' (Alert) in the number, it should be recognised that an earlier or later revision may not have that 'A'. This kind of change does not effectively alter the publication references for the purpose of this AD.</p> <p>(1) From 16 July 2015 [the effective date of the original issue of this AD, except as specified in paragraphs (2) and (3) of this AD, replace each affected part, as identified by Part Number (P/N) in RR Alert SB 72-A207 (Viper Mk.601-22), Alert SB 72-A408 (Viper Mk.521, either Circulation A or B, as applicable, see Note 2), Alert SB 72-A412 (Viper Mk.522 Circulation B), or Alert SB 72-A413 (Viper Mk.522 Circulation A), as applicable to the engine type design, (hereafter collectively referred to as 'the applicable SB'), with a serviceable part before exceeding the applicable life limit, as specified in the applicable SB.</p> <p>Note 2: Circulation A is for engines which have overhaul capability, whereas Circulation B is for engines that have first line maintenance capability.</p> <p>Note 3: For the purpose of this AD, a serviceable part is one having a P/N as identified in the applicable SB with a total accumulated cyclic life less than the applicable life limit as specified in the applicable SB.</p> <p>(2) Within 30 days after 16 July 2015 [the effective date of the original issue of this AD], determine the accumulated flight cycles (FC) since new of each part, as identified by P/N in the applicable SB, installed on the engine.</p> <p>(3) If, as a result of the determination as required by paragraph (2) of this AD, a part is installed with a P/N as listed in the applicable SB, before the accumulated cyclic life exceeds the applicable life limit specified in the applicable SB, or within 30 days after 16 July 2015 [the effective date of the original issue of this AD], whichever occurs later, replace the affected part with a serviceable part.</p> |
| Ref. Publications: | <p>Rolls-Royce Alert SB 72-A207, original issue dated January 2015.</p> <p>Rolls-Royce Alert SB 72-A408 (Circ. A), original issue dated January 2015.</p> <p>Rolls-Royce Alert SB 72-A408 (Circ. B), original issue dated January 2015.</p> <p>Rolls-Royce Alert SB 72-A412 (Circ. B), original issue dated January 2015.</p> <p>Rolls-Royce Alert SB 72-A413 (Circ. A), original issue dated January 2015.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p> |
| Remarks: | <ol style="list-style-type: none"> If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. The original issue of this AD was posted on 29 May 2015 as PAD 15-072 for consultation until 26 June 2015. No comments were received during the consultation period. Enquiries regarding this AD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu. |

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| | <p>4. For any question concerning the technical content of the requirements in this AD, please contact Rolls-Royce plc, Defence Aerospace Operations Room - WH-70, P.O. Box 3, Filton, Bristol BS34 7QE, United Kingdom Telephone : +44 (0) 117 97 90700, Fax: +44 (0) 117 97 95498 E-Mail: defence-operations-room@rolls-royce.com.</p> |
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