



## Airworthiness Directive Cancellation Notice

**AD No.: 2016-0036-CN**

**Issued: 15 May 2017**

Note: This Airworthiness Directive (AD) Cancellation Notice (CN) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.

**Design Approval Holder's Name:**

ROLLS-ROYCE plc

**Type/Model designation(s):**

Trent XWB engines

Effective Date: 15 May 2017

TCDS Number(s): EASA.E.111

Foreign AD: Not applicable

Cancellation: This Notice cancels EASA AD 2016-0036 dated 29 February 2016.

### **CANCELLED: ATA 72 – Engine – Low Pressure Compressor / Shaft Attachment – Inspection**

---

**Manufacturer(s):**

Rolls-Royce plc (RR)

**Applicability:**

RR Trent XWB-75, Trent XWB-79, Trent XWB-79B and Trent XWB-84 engines, serial numbers as listed in Appendix 1 of Alert Non-Modification Service Bulletin (NMSB) 72-AJ306 Revision 2 dated 24 February 2016.

These engines are known to be installed on, but not limited to, Airbus A350 aeroplanes.

**Reason:**

It was established that, under certain circumstances, it was possible to incorrectly assemble the low pressure (LP) compressor disc to the LP compressor shaft, such that the bolt holes are misaligned. This could lead to a reduced end load on the LP compressor disc bolts, or damage to the bore of the LP compressor disc bolt holes.

This condition, if not detected and corrected, could lead to bolt failure(s) and damage to Group A (critical) engine parts, possibly resulting in engine in-flight shut-down and consequently, reduced control of the aeroplane.



To address this potential unsafe condition, RR published TRENT XWB NMSB 72-AJ306 Revision 2, applicable to 40 engines, to provide inspection instructions, and EASA published AD 2016-0036 to require a one-time on-wing or in-shop visual inspection of the LP compressor disc and LP compressor shaft of those affected engines.

Since that AD was issued, RR amended the manufacturing instructions for new engines, the instructions of the overhaul manual were revised to include additional checks and caution notes, improvements were made to tooling, and timing marks have been introduced on the components. In addition, it was established that all affected engines have been inspected and, where necessary, corrected. Consequently, the unsafe condition addressed by EASA AD 2016-0036 does no longer exist and can no longer develop.

For the reasons described above, this Notice cancels EASA AD 2016-0036.

#### Required Action(s) and Compliance Time(s):

None

#### Ref. Publications:

RR TRENT XWB NMSB 72-J306 original issue dated 20 February 2016, or Revision 1 dated 22 February 2016, or NMSB 72-AJ306 Revision 2 dated 24 February 2016.

#### Remarks:

1. This AD-CN was posted on 19 October 2016 as PAD 16-150-CN for consultation until 16 November 2016. No comments were received during the consultation period.
2. Enquiries regarding this AD-CN should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
3. For any question concerning the technical content of this AD-CN, please contact your designated Rolls-Royce representative, or download the publication from your Rolls Royce Care account at <https://customers.rolls-royce.com>.

If you do not have a designated representative or Rolls Royce Care account, please contact **Corporate Communications** at **Rolls-Royce plc**, P.O. Box 31, Derby, DE24 8BJ, United Kingdom Telephone +44 (0)1332 242424,

or send an email through [http://www.rolls-royce.com/contact/civil\\_team.jsp](http://www.rolls-royce.com/contact/civil_team.jsp) identifying the correspondence as being related to **Airworthiness Directives**.

