

EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	PAD No.: 14-152 Date: 20 October 2014 Note: This Proposed Airworthiness Directive (PAD) 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.
In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below. All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation closing date indicated.	
Design Approval Holder's Name: ROLLS-ROYCE plc	Type/Model designation(s): RB211-535 engines
TCDS Number:	EASA.E.061
Foreign AD:	Not applicable
Supersedure:	None
ATA 05, 72	Time Limits / Maintenance Checks – Engine Critical Parts – Reduction of Cyclic Life Limits
Manufacturer(s):	Rolls-Royce plc (RR)
Applicability:	RB211-535C-37, RB211-535E4-37, RB211-535E4-B-37 and RB211-535E4-C-37 engines, all manufacturer serial numbers. These engines are known to be installed on, but not limited to, Boeing 757 aeroplanes.
Reason:	An engineering analysis, carried out by RR, of the lives of critical parts of the RB211-535E4-37 engine, has resulted in reduced cyclic life limits for certain high pressure (HP) turbine discs. The reduced limits are published in the RR RB211-535E4-37 Time Limits Manual (TLM): 05-10-01-800-000, current Revision dated July 2014. 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. For the reasons described above, this AD requires implementation of the reduced cyclic life limits for 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.
Effective Date:	[TBD: 14 days after final AD issue date]

Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) From the effective date of this AD, except as specified in paragraphs (2) and (3) of this AD, replace each component with a serviceable part before exceeding the applicable life limit, as specified in RR RB211-535E4-37 TLM 05-10-01-800-000, Revision dated 01 July 2014 (hereafter referred to as 'the TLM'), as applicable to engine Model and configuration. Note 1: For the purpose of this AD, a serviceable part is one having a P/N as listed in the TLM with a total accumulated cyclic life less than the applicable life limit as specified in the TLM. (2) Within 30 days after the effective date of this AD, determine the Part Number (P/N) of the HP turbine disc installed on the engines and the accumulated flight cycles (FC) since new for each HP turbine disc. (3) If, as a result of the determination as required by paragraph (2) of this AD, a disc is installed with a P/N as listed in Table 1 of this AD, before the accumulated cyclic life exceeds the applicable life limit specified in Table 1 of this AD, as applicable, or within 25 FC after the effective date of this AD, whichever occurs later, replace the affected disc with a serviceable part. Table 1 – Affected HP Turbine Discs and associated Cyclic Life Limits <table><tr><th>P/N</th><th colspan="2">Cyclic Life Limit</th></tr><tr><td>UL27681</td><td rowspan="2">Flight Plan A: 19 500 FC</td><td rowspan="2">Flight Plan B: 14 700 FC</td></tr><tr><td>UL39767</td></tr></table> (4) Within 12 months after the effective date of this AD, revise the approved aircraft maintenance programme (AMP) and standard practices, on the basis of which the operator or the owner ensures the continuing airworthiness of each operated aeroplane, by incorporating the limitations, tasks and associated thresholds and intervals described in the TLM. (5) For an AMP that, on the effective date of this AD, is already updated to incorporate the maintenance tasks and life limitations as specified in the RR RB211-535E4-37 TLM 05-10-01-800-000, Revision dated 01 April 2014, the more restrictive limitations, as defined in Table 1 of this AD, must be incorporated into the AMP to comply with paragraph (4) of this AD. (6) Compliance with the requirements of paragraph (4) of this AD constitutes compliance with the requirements of paragraphs (1), (2) and (3) of this AD. After revising the AMP, as required by paragraph (4) or (5) of this AD, as applicable, it is not necessary that accomplishment of individual tasks is recorded for demonstration of AD compliance on a continued basis. Note 2: For affected engines installed on aeroplanes registered in Europe, complying with the approved AMP as specified in paragraph (3) of this AD is required by Commission Regulation (EC) No 2042/2003, Part M.A.301, paragraph 3.	P/N	Cyclic Life Limit		UL27681	Flight Plan A: 19 500 FC	Flight Plan B: 14 700 FC	UL39767
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Ref. Publications:	RR RB211-535E4-37 TLM 05-10-01-800-000, Revision dated 01 July 2014. The use of later approved variations or revisions of this document is acceptable for compliance with the requirements of this AD.							
Remarks:	1. This Proposed AD will be closed for consultation on 17 November 2014. 2. Enquiries regarding this PAD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu. 3. For any question concerning the technical content of the requirements in this PAD, please contact your designated Rolls-Royce representative, or download the publication from your Aeromanager account at							

	www.aeromanager.com. If you do not have a designated representative or Aeromanager 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 e-mail through http://www.rolls-royce.com/contact/civil_team.jsp identifying the correspondence as being related to airworthiness directives.
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