EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2015-0050 **Date: 23 March 2015** 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.

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].

Design Approval Holder's Name :	**Type/Model designation(s) :**
ROLLS-ROYCE DEUTSCHLAND Ltd & Co KG	Tay 650-15 and Tay 651-54 engines

TCDS Number:	EASA.E.063
Foreign AD:	Not applicable
Supersedure:	This AD supersedes EASA AD 2013-0007 dated 09 January 2013.

ATA 72	**Engine – Stages 2 and 3 Low Pressure Turbine Discs – Inspection / Replacement**
Manufacturer(s):	Rolls-Royce plc
Applicability:	TAY 650-15 engines, serial numbers (S/N) as identified in Appendix 1 of this AD, and any other S/N, when installed or previously have been installed in an aeroplane operated under an air operator certificate (AOC) issued by the Islamic Republic of Iran and fitted with a low pressure turbine (LPT) module M05300AA. TAY 651-54 engines, all S/N, if fitted with a LPT module M05300AA. These engines are known to be installed on, but not limited to, Fokker F28 Mark 0100 and Boeing 727 series aeroplanes.
Reason:	Strip-down of some Tay 650-15 engines revealed excessively corroded stage 2 and stage 3 LPT discs. Subsequent evaluation concluded that the corrosion was caused by the environment in which these engines had been operated. This condition, if not detected and corrected, could lead to an uncontained LPT disc failure, potentially resulting in damage to, and/or reduced control of the aeroplane. To address this unsafe condition, Rolls-Royce Deutschland Ltd & Co KG (RRD) issued Alert Non-Modification Service Bulletin (NMSB) TAY-72-A1524 to provide inspection instructions for stage 2 and stage 3 LPT discs. Consequently, EASA issued AD 2008-0122 to require repetitive inspections of stage 2 and stage 3 LPT discs on certain engines. That AD was superseded by EASA AD 2010-0060 (later revised), which was subsequently superseded by EASA AD 2013-0007, in both cases to expand the population of affected

	engines. After EASA AD 2013-0007 was issued, it was identified that stage 2 and stage 3 LPT discs corrosion may also affect engines, which were operated in such an environment in the past. For the reasons described above, this AD retains the requirements of EASA AD 2013-0007, which is superseded, and expands the AD applicability to include engines, which were previously operated under these specific environmental conditions.
Effective Date:	06 April 2015
Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) After 12 April 2010 [the effective date of EASA AD 2010-0060], before exceeding 11 700 flight cycles (FC) accumulated since new by the stage 2 and stage 3 LPT discs, and, thereafter, at intervals not to exceed 11 700 FC, inspect the stage 2 and stage 3 LPT discs for corrosion in accordance with the instructions of RRD NMSB TAY-72-A1524 at Revision 5. (2) If, during any inspection as required by paragraph (1) of this AD, corrosion is detected on a stage 2 or stage 3 LPT disc, before release to service of the engine, replace the affected stage 2 or stage 3 LPT disc, as applicable, with a serviceable part in accordance with approved maintenance instructions. (3) Inspections and corrective actions, accomplished before the effective date of this AD in accordance with RRD NMSB TAY-72-A1524 at Revision 4 (or earlier revisions) are acceptable to comply with the requirements of paragraphs (1) and (2) of this AD. **For engines which are no longer installed on an aeroplane operated under an AOC issued by the Islamic Republic of Iran:** (4) Replacement of the affected stage 2 and stage 3 LPT discs as required by paragraph (2) of this AD constitutes terminating action for repetitive inspections as required by paragraph (1) of this AD.
Ref. Publications:	RRD NMSB TAY-72-A1524, Revision 4, dated 16 November 2012, or Revision 5, dated 13 February 2015. The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.
Remarks :	1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 19 February 2015 as PAD 15-014 for consultation until 19 March 2015. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: Rolls-Royce Deutschland Ltd & Co KG Eschenweg 11 - 15827 Dahlewitz – Germany Telephone: +49 (0) 33 7086 1768 ; Fax: +49 (0) 33 7086 3356. Email: rrd.techhelp@rolls-royce.com.

Appendix 1

List of TAY 650-15 engine S/N's affected by this AD

17249	17251	17255	17256	17273	17275	17280	17281	17282
17300	17301	17303	17327	17332	17344	17358	17360	17365
17370	17376	17393	17413	17425	17426	17433	17437	17438
17443	17445	17446	17460	17470	17474	17478	17490	17491
17517	17518	17520	17521	17522	17523	17534	17535	17536
17537	17538	17539	17540	17541	17542	17552	17553	17556
17561	17562	17563	17580	17581	17585	17612	17613	17618
17635	17637	17645	17661	17686	17694	17698	17699	17701
17702	17707	17716	17718	17719	17723	17724	17731	17736
17737	17738	17739	17740	17741	17742	17756	17757	17759
17760	17807	17808						