



# Notification of a proposal to cancel an Airworthiness Directive

**PAD No.: 16-030-CN**

**Issued: 26 February 2016**

Note: This Proposed Airworthiness Directive (PAD) 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.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the cancellation 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 date indicated.

**Design Approval Holder's Name:**

ROLLS-ROYCE plc

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

RB211 Trent 900 engines

**Effective Date:** [TBD - standard: same as AD issue date]

**TCDS Number(s):** EASA.E.012

**Foreign AD:** Not applicable

**Cancellation:** This Notice proposes to cancel EASA AD 2010-0262 dated 13 December 2010.

## ATA 73 – CANCELLED: Engine Fuel & Control – Intermediate Pressure Turbine Overspeed Protection System Software – Introduction

**Manufacturer(s):**

Rolls-Royce plc (RR)

**Applicability:**

RB211 Trent 970-84, 970B-84, 972-84, 972B-84, 977-84, 977B-84 and 980-84 engines, all serial numbers.

These engines are known to be installed on, but not limited to, Airbus A380 aeroplanes.

**Reason:**

An uncontained engine failure had occurred on a Rolls-Royce RB211 Trent 900 involving release of high energy debris and resulting in damage to the aeroplane. Analysis of the available elements from the incident investigation had shown that an oil fire in the High Pressure / Intermediate Pressure (HP/IP) structure cavity had initiated a sequence of events leading to rupture of the drive arm of the IP Turbine (IPT) disc and subsequent overspeed and burst of that same disc.

This condition, if not detected and corrected, could lead to additional uncontained engine failures, possibly resulting in damage to the aeroplane and injury to persons on the ground.



To address this potential unsafe condition, RR issued Alert Service Bulletin (SB) RB.211-73-AG639, and EASA issued AD 2010-0262 to require modification of the EEC to introduce the IPTOS functionality by installing Software version 10.6.

After that AD was issued, feedback from operators indicated that all engines had been modified by installing EEC Software version 10.6. Since then, another modification of the EEC software was approved, version 11.2, which retains the same IPTOS functionality and was made available for in-service installation through RR SB RB.211-73-G908. All evidence indicates that this later modification has now been embodied into all engines. Further modifications of the EEC software, which all retain the same or improved IPTOS functionality, continue to be approved and incorporated.

In addition, it has been determined that all physical support for EEC software versions earlier than 10.6 have been destroyed, preventing any pre-mod/SB 73-AG639 EEC software from (inadvertently) being reinstalled on an engine. As a consequence, the unsafe condition addressed by EASA AD 2010-0262 does not exist anymore and can no longer develop.

For the reasons described above, this Notice proposes to cancel EASA AD 2010-0262.

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

None.

**Ref. Publications:**

Rolls-Royce Alert SB RB.211-73-AG639, dated 03 December 2010.

Rolls-Royce SB RB.211-73-G908, dated 28 March 2012, or Revision 1 dated 6 August 2012.

**Remarks:**

1. This Proposed AD-CN will be closed for consultation on 25 March 2016.
2. Enquiries regarding this PAD-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 PAD-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**.

