



## Notification of a proposal to issue an Airworthiness Directive

**PAD No.: 17-040**

**Issued: 24 March 2017**

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 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 date indicated.

### Design Approval Holder's Name:

ROLLS-ROYCE plc

### Type/Model designation(s):

RB211 Trent 900 engines

**Effective Date:** [TBD - standard: 14 days after AD issue date]

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

**Foreign AD:** Not applicable

**Supersedure:** None

### ATA 71 – Powerplant – Drains Mast – Inspection / Replacement

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#### Manufacturer(s):

Rolls-Royce plc (RR)

#### Applicability:

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

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

#### Reason:

RB211 Trent 900 engines have been found in service with cracks in the transition duct area of the drains mast, which is part of the fire wall in Zone 1. Cracks were found on both pre-Mod 72-H499 drains masts, Part Number (P/N) FW29847, and post-Mod 72-H499 drains masts, P/N KH31996.

This condition, if not detected and corrected, could, in combination with a fire in the surrounding area, lead to a breach of the fire wall, possibly resulting in an uncontrolled fire and consequent reduced control of the aeroplane.

To address this potential unsafe condition, RR published Alert Non-Modification Service Bulletin (NMSB) RB.211-71-AJ576 to provide inspection instructions for engines with drains mast



P/N KH31996 and post-Mod 80-H632 vent ejector installed, which have been determined as more susceptible to cracking.

For the reasons described above, this AD requires a one-time inspection of drains mast P/N KH31996 and, depending on findings, accomplishment of applicable corrective action(s). P/N FW29847 drains masts are, at this time, not affected by this AD.

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

Required as indicated, unless accomplished previously:

Note 1: Where, in this AD, reference is made to an RR Mod, SB or NMSB 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.

Note 2: Rolls-Royce plc Alert NMSB RB.211-71-AJ576 is hereafter referred to as 'the NMSB' in this AD.

Note 3: For the purpose of this AD, drains mast P/N KH31996 is hereafter referred to as 'affected part' in this AD.

Note 4: For the purpose of this AD, Group 1 engines are those that have an affected part (see Note 3 of this AD) and vent ejector mod standard 80-H632 installed. Group 2 engines are those in a different configuration.

**Inspection:**

(1) For Group 1 engines (see Note 4 of this AD): Within 12 months after the effective date of this AD, visually inspect the external areas of the drains mast P/N KH31996 in accordance with the instructions of the NMSB.

**Corrective Action(s):**

(2) If, during the inspection as required by paragraph (1) of this AD, any visual crack is detected, as defined in the SB, before next flight, seal the crack in accordance with the instructions of the NMSB.

(3) Within 100 engine flight cycles after the inspection as required by paragraph (1) of this AD, replace the affected part with a serviceable part in accordance with the instructions of the NMSB.

**Part Installation:**

(4) For Group 1 engines: From the effective date of this AD, it is allowed to install an affected part on an engine, provided the part is new, or has passed an inspection in accordance with the instructions of the NMSB.

(5) For Group 2 engines: From the effective date of this AD, it is allowed to install an affected part and a vent ejector mod standard 80-H632 on an engine, provided the affected part has passed an inspection in accordance with the instructions of the NMSB.



**Engine Installation:**

- (6) From the effective date of this AD, it is allowed to install a Group 1 engine on an aeroplane, provided the affected part installed on that engine has passed an inspection in accordance with the instructions of the NMSB.

**Ref. Publications:**

Rolls-Royce plc NMSB RB.211-71-AJ576 original issue dated 17 March 2017.

The use of later approved 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 21 April 2017.
2. Enquiries regarding this PAD 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 the requirements in this PAD, 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**.

