



## Notification of a Proposal to issue an Airworthiness Directive

**PAD No.: 18-018**

**Issued: 08 February 2018**

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

ROLLS-ROYCE DEUTSCHLAND Ltd & Co KG      Tay 611-8C engines

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

**TCDS Number(s):** EASA.E.063

**Foreign AD:** Not applicable

**Supersedure:** None

### ATA 05 – Time Limits / Maintenance Checks – Time Limit Manual – Amendment

**Manufacturer(s):**

Rolls-Royce plc.

**Applicability:**

Tay 611-8C engines, all manufacturer serial numbers.

These engines are known to be installed on, but not limited to, Gulfstream Aerospace GIV-X aeroplanes.

**Definitions:**

For the purpose of this AD, the following definitions apply:

**The ALS:** The airworthiness limitation section (ALS) for Rolls-Rolls Deutschland (RRD) Tay 611-8C engines, as published in the Time Limits Manual (TLM) T-TAY-6RR Chapter 05-10-01 (Maximum Approved Lives) dated 15 September 2017 and Chapter 05-20-01 (Mandatory Inspections) dated 15 September 2016.

**The NMSB:** RRD Non-Mandatory Service Bulletin (NMSB) TAY-72-1835.



**Reason:**

The airworthiness limitations for the Tay 611-8C engines, which are approved by EASA, are currently defined and published in the ALS. Among others, the ALS contains limitation(s) applicable to maximum number of Dry Film Lubrication (DFL) treatments applied on fan blade retention lugs. These instructions have been identified as mandatory for continued airworthiness.

Failure to accomplish these instructions could result in an unsafe condition.

In addition to the ALS, RRD issued the NMSB to provide alternative methods to establish, in case this cannot be determined from the engine maintenance records, the number of DFL treatments that have been applied to an engine.

For the reason described above, this AD requires accomplishment of the actions specified in the ALS.

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

Required as indicated, unless accomplished previously:

**Maintenance Tasks and Replacement of Life Limited Parts:**

- (1) From the effective date of this AD, accomplish the following actions, as specified in the ALS, as applicable to engine configuration:
  - (1.1) Replace each component before exceeding the applicable life limit (see Note 1 of this AD). The instructions of the NMSB may be used to determine the number of DFL treatments applied to an engine; and
  - (1.2) Within the thresholds and intervals (see Note 1 of this AD), accomplish all applicable maintenance tasks.

Note 1: For the purpose of this AD, the applicable life limit as defined in the TLM may include a 'tolerance' for certain new or reduced limits.

**Corrective Action(s):**

- (2) In case of finding discrepancies during accomplishment of any task as required by paragraph (1) of this AD, before next flight, accomplish the applicable corrective action(s) in accordance with the applicable RRD maintenance documentation. If a detected discrepancy cannot be corrected by using existing RRD instructions, before next flight, contact RRD for approved instructions and accomplish those instructions accordingly.

**Aircraft Maintenance Programme (AMP) Revision:**

- (3) Within 12 months after the effective date of this AD, revise the approved AMP, on the basis of which the operator or the owner ensures the continuing airworthiness of each operated aeroplane (on which an affected engine is installed), by incorporating the maintenance tasks and limitations described in the ALS.



**Credit:**

- (4) For an AMP that, on the effective date of this AD, is already updated to incorporate life limitations as specified in RRD Tay 611-8C TLM T-TAY-6RR Chapter 05-10-01 dated 15 March 2017 and Chapter 05-20-01 dated 15 June 2008, that action ensures (see Note 2 of this AD) the continued accomplishment of those tasks and limitations.

Consequently, for an aeroplane to which that AMP applies, it is acceptable to accomplish the new and more restrictive tasks and limitations, as defined in, and within the compliance times (see Note 1 of this AD) as specified in, the ALS, to comply with paragraph (1) of this AD.

For that AMP, it is acceptable to incorporate the new and more restrictive limitations, as defined in the ALS, into the AMP to comply with paragraph (3) of this AD.

**Recording AD compliance:**

- (5) When the AMP of an aeroplane has been revised as required by paragraph (3) or (4) of this AD, as applicable, that action ensures (see Note 2 of this AD) continued accomplishment of the tasks and limitations as required by paragraphs (1) and (2) of this AD for that aeroplane. Consequently, after revising the AMP, as required by paragraph (3) or (4) of this AD, as applicable, it is not necessary that accomplishment of individual action is recorded for demonstration of AD compliance on a continued basis.

Note 2: For affected Tay 611-8C engines installed on aeroplanes registered in Europe, complying with the approved AMP, as specified in paragraph (3) or (4) of this AD, as applicable, is required by Commission Regulation (EU) [1321/2014](#), Part M.A.301, paragraph 3.

**Ref. Publications:**

RRD Tay 611-8C TLM T-TAY-6RR Chapter 05-10-01 dated 15 March 2017 and dated 15 September 2017; Chapter 05-20-01 dated 15 June 2008 and dated 15 September 2016.

Rolls-Rolls Deutschland NMSB TAY-72-1385, original issue dated 15 December 2017.

The use of later approved revisions of the above-mentioned documents is acceptable for compliance with the requirements of this AD.

**Remarks:**

1. This Proposed AD will be closed for consultation on 08 March 2018.
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: Rolls-Royce Deutschland Ltd & Co KG, Eschenweg 11, Dahlewitz, 15827 Blankenfelde-Mahlow, Germany, Telephone: +49 (0) 337086 1200, E-mail: [rrd.techhelp@rolls-royce](mailto:rrd.techhelp@rolls-royce).

