



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 20-124R1

Issued: 28 August 2020

Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 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 DEUTSCHLAND Ltd & Co KG

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: This AD supersedes EASA AD 2020-0041 dated 28 February 2020.

ATA 72 – Engine – Intermediate Pressure Compressor Rotor Shaft – Inspection

Manufacturer(s):

Rolls-Royce plc

Applicability:

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

Definitions:

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

Affected part: Intermediate pressure compressor (IPC) rotor shafts, Part Number (P/N) FW20677.

The NMSB: Rolls-Royce Alert Non-Modification Service Bulletin (NMSB) RB.211-72-AK493

Revision 1. On 19 August 2020, Rolls-Royce issued Worldwide (WW) communication WW11652-1 as ballot of this revised NMSB. The NMSB has an 'A' (Alert) in the number, but a later revision may not have that 'A'. This kind of change does not effectively alter the publication references.

CSSV: Cycles since last shop visit (CSSV), where a Level 4 (CSSV L4) overhaul was completed on the module 32 (IPC Module); or a Level 2 (CSSV L2) check and repair was completed on the module 32.



CSN: Cycles since new (CSN), i.e. those accumulated by an affected part or module since its first installation on an engine.

Reason:

An occurrence was reported where, during a shop visit visual inspection of an affected part, a crack was found in an interstage spacer between the Stage 2 and Stage 3 IPC discs. During a subsequent shop inspection of another affected part, a similar crack was found in the same location. While investigation is on-going to identify the cause of these cracks, it was determined that more engines could be affected by this cracking phenomenon.

This condition, if not detected and corrected, could lead to IPC rotor shaft failure, possibly resulting in release of high-energy debris, with consequent damage to, and/or reduced control of, the aeroplane.

To address this potential unsafe condition, Rolls-Royce published Alert NMSB RB.211-72-AK493 (original issue), providing inspection instructions. Consequently, EASA issued AD 2020-0041 to require, for certain engines, a one-time on-wing borescope inspection and, for all engines, repetitive in-shop inspections of the affected part and, depending on findings, accomplishment of applicable corrective action(s).

Since that AD was issued, it was decided that repetitive on-wing inspections are necessary, and Rolls-Royce issued WW11652-1 accordingly, also introducing acceptance criteria.

For the reasons described above, this AD retains the requirements of EASA AD 2020-0041, which is superseded, and introduces repetitive on-wing inspections.

This PAD has been revised to limit the credit for accomplishment of Rolls-Royce Trent 900 NMSB RB.211-72-K497, as that NMSB was cancelled by its Revision 1 on 22 June 2020.

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

Required as indicated, unless accomplished previously:

On-Wing Inspection(s):

- (1) Depending on the condition of the affected part or module on the effective date of this AD, within the compliance time(s) as specified in Table 1 of this AD, as applicable, and thereafter, at intervals not to exceed 500 flight cycles (FC) or 5 000 flight hours (FH), whichever occurs first, accomplish an on-wing borescope inspection of the affected part in accordance with the instructions of the NMSB.

Table 1 – Engine / Module Conditions (see Note 1 of this AD)

Condition	Compliance Time(s)
Section 1.D.(1)(a)(i)	Within 500 FC or 5 000 FH, whichever occurs first since the last visual inspection of the affected part in accordance with the instructions of Rolls-Royce Alert NMSB RB.211-72-AK493
Section 1.D.(1)(a)(ii)	Within 200 FC or 2 000 FH, whichever occurs first after the effective date of this AD



Table 1 – Engine / Module Conditions (see Note 1 of this AD)

Condition	Compliance Time(s)
Section 1.D.(1)(b)(i)	Within 200 FC or 2 000 FH, whichever occurs first after the effective date of this AD
Section 1.D.(1)(b)(ii)	Before the affected part exceeds 2 500 CSN, or before the module 32 exceeds 2 500 CSN, whichever occurs first
Section 1.D.(1)(b)(iii)	Before the affected part exceeds 2 500 CSN, or before the module 32 exceeds 2 500 CSSV L4, whichever occurs first
Section 1.D.(1)(c)(i)	Before the affected part exceeds 2 500 CSN, or before the module 32 exceeds 2 500 CSSV L4, whichever occurs first
Section 1.D.(1)(c)(ii)	Before the module 32 exceeds 500 CSSV L2

Note 1: The conditions of the affected part or module referenced in Table 1 of this AD are those as specified in the referenced Section of the NMSB.

In-Shop Inspections:

- (2) For all engines: From 13 March 2020 [the effective date of EASA AD 2020-0041], during each engine shop visit, inspect the affected part in accordance with the instructions of the NMSB.

For an engine that, on the effective date of this AD, is in a shop visit as specified in Section 1.D.(2)(a) of the NMSB, before release to service of that engine, inspect the affected part in accordance with the instructions of the NMSB.

Corrective Action(s):

- (3) If, during any inspection as required by paragraph (1) of this AD, any crack is detected, before next flight, remove the engine from service and, before release to service of the engine, contact Rolls-Royce for approved corrective action instructions and accomplish those instructions accordingly.
- (4) If, during any inspection as required by paragraph (2) of this AD, any crack is detected, before release to service of the engine, contact Rolls-Royce for approved corrective action instructions and accomplish those instructions accordingly.

Alternative Method(s):

- (5) Inspection and, depending on findings, correction of an engine, or modification of an engine, accomplished in accordance with an inspection method or SB embodiment as identified in Section 1.D.(1) "Note:" of the NMSB, is an acceptable alternative method to comply with the on-wing inspection requirements of paragraph (1) of this AD, and the correction requirements of paragraph (3), respectively, of this AD for that engine.

Credit:

- (6) Inspection(s) and corrective action(s) on an engine, accomplished before the effective date of this AD in accordance with the instructions of Rolls-Royce Alert NMSB RB.211-72-AK493 at original issue, are acceptable to comply with the initial requirements of this AD for that engine.



- (7) An in-shop inspection of an engine, accomplished before the effective date of this AD in accordance with the instructions of Rolls-Royce Trent 900 NMSB RB.211-72-K497 is acceptable to comply with the initial in-shop inspection as required by paragraph (2) of this AD.

Terminating Action:

- (8) None.

Parts Installation:

- (9) From 13 March 2020 [the effective date of EASA AD 2020-0041], it is allowed to install on any engine an affected part, provided the part is new (not previously installed on any engine), or the part has, prior to installation, passed an inspection (no defect detected) in accordance with the instructions of the NMSB.

Engine Installation:

- (10) From the effective date of this AD, an engine in a condition as specified in Section 1.D.(1) of the NMSB can be installed on an aeroplane, provided that, following installation, and within the applicable compliance time(s) as specified in Table 1 of this AD, depending on engine or module condition, the affected part of that engine is inspected in accordance with the instructions of the NMSB and, thereafter, as required by paragraphs (1) and (2) of this AD.
- (11) From the effective date of this AD, it is allowed to install on any aeroplane a spare engine (not in service, nor in-shop), provided that, following installation, and within the applicable compliance time(s) as specified in Table 1 of this AD, depending on engine or module condition, the affected part of that engine is inspected in accordance with the instructions of the NMSB and, thereafter, as required by paragraphs (1) and (2) of this AD.

Ref. Publications:

Rolls-Royce Trent 900 Alert NMSB RB.211-72-AK493 original issue dated 03 February 2020, and Revision 1 [to be published].

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

Rolls-Royce Trent 900 NMSB RB.211-72-K497 original issue dated 23 January 2020.

Remarks:

1. This Proposed AD will be closed for consultation on 22 September 2020.
2. Enquiries regarding this PAD should be referred to the EASA Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, can be reported to the [EU aviation safety reporting system](#). This may include reporting on the same or similar components, other than those covered by the design to which this PAD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be



installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.

4. 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 <https://www.rolls-royce.com/contact-us/civil-aerospace.aspx> identifying the correspondence as being related to **Airworthiness Directives**.

