



Notification of a Proposal to cancel an Airworthiness Directive

PAD No.: 22-106-CN

Issued: 04 August 2022

Note: This Proposed Airworthiness Directive (PAD) Cancellation Notice (CN) 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 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: **Type/Model designation(s):**

ROLLS-ROYCE DEUTSCHLAND Ltd & Co KG RB211 Trent 700 engines

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

TCDS Number(s): EASA.E.042

Foreign AD: Not applicable

Cancellation: This PAD-CN proposes to cancel EASA AD 2007-0202 dated 01 August 2007, including its Correction dated 08 August 2007.

ATA 72 – CANCELLED: Engine – High / Intermediate Pressure Turbine Bearing Oil Vent Tube Restrictor – Inspection / Cleaning / Replacement

Manufacturer(s):

Rolls-Royce plc

Applicability:

RB211 Trent 768-60, Trent 772-60, Trent 772B-60 and Trent 772C-60 engines, as defined in Groups a., b. and c. in this PAD-CN.

These engines are known to be installed on Airbus A330 aeroplanes.

Definitions:

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

The NMSB: Rolls-Royce Trent 700 Non-Modification Service Bulletin (NMSB) RB.211-72-AF424.

Groups: Group a. engines are those inspected or modified, prior to 01 August 2007 [the issue date of EASA AD 2007-0202] in accordance with IOR 72-E965, except those subsequently inspected in accordance with Rolls-Royce Trent 700 NMSB RB.211-72-AE302 at Revision 4 or later.



Group b. engines are those inspected or modified, prior to 01 August 2007 [the issue date of EASA AD 2007-0202] in accordance with Rolls-Royce Trent 700 NMSB RB.211-72-AE792 at Revision 2 (or earlier issue), except those subsequently inspected in accordance with Rolls-Royce Trent 700 NMSB RB.211-72-AE302 at Revision 4 or later.

Group c. engines are those inspected or modified, prior to 01 August 2007 [the issue date of EASA AD 2007-0202] in accordance with Rolls-Royce Trent 700 NMSB RB.211-72-AE302 at Revision 3 (or earlier issue), except those subsequently inspected in accordance with Rolls-Royce Trent 700 NMSB RB.211-72-AE792 at Revision 3.

Reason:

In October 2003, an uncontained multiple intermediate pressure (IP) turbine blade release occurred on an RB211 Trent 700 series engine. The blade release was the result of an overspeed of the IP turbine rotor that was initiated by an internal fire in the high pressure (HP)/IP bearing chamber. Post-incident analysis established that blockage of the HP/IP turbine bearing oil vent tube, due to oil coking, was a significant factor in the failure sequence. Further analysis identified that intervention actions that were introduced to address this problem may have increased the rate of carbon formation in the vent pipe. These intervention actions are believed to loosen carbon fragments, which are subsequently released during engine running and could become caught down-stream in the vent flow restrictor.

This condition, if not detected and corrected, could lead to accelerated carbon build-up inside the pipe and increased likelihood of auto-ignition, possibly resulting in high-energy debris release and consequent reduced control of the aeroplane.

To address this potential unsafe condition, Rolls-Royce issued the NMSB to provide inspection instructions, and EASA issued AD 2007-0202 (later corrected) to require a one-time inspection of the vent pipe restrictor for all engines which have received previous intervention actions.

Since that AD was issued, taking into consideration that the compliance times for the required one-time inspection have long expired, and the on-going repetitive inspections, cleaning and replacement of the oil vent tubes and restrictors are adequately addressed by EASA AD 2007-0201, the unsafe condition originally addressed by EASA AD 2007-0202 does not exist and cannot develop anymore.

For the reason described above, this PAD-CN proposes to cancel EASA AD 2007-0202.

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

None.

Ref. Publications:

Rolls-Royce Trent 700 NMSB RB.211-72-AF424 original issued dated 08 March 2007, or Revision 1 dated 19 March 2007, or Revision 2 dated 21 March 2007.

Rolls-Royce Trent 700 NMSB RB.211-72-AE302 original issue dated 03 December 2003, or Revision 1 dated 25 May 2004, or Revision 2 dated 08 March 2006, or Revision 3 dated 20 September 2006, or Revision 4 dated 30 April 2007, or Revision 5 dated 22 May 2007, or Revision 6 dated 29 January



2009, or Revision 7 dated 30 April 2009, or Revision 8 dated 21 October 2009, or Revision 9 dated 16 June 2010, or Revision 10 dated 02 February 2011, or Revision 11 dated 23 March 2021.

Rolls-Royce Trent 700 NMSB RB.211-72-AE792 original issue dated 08 July 2005, or Revision 1 dated 07 October 2005, or Revision 2 dated 05 September 2006, or Revision 3 dated 30 April 2007, or Revision 4 dated 02 August 2007.

Remarks:

1. This Proposed AD-CN will be closed for consultation on 01 September 2022.
2. Enquiries regarding this PAD-CN should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: 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 <https://www.rolls-royce.com/contact-us/civil-aerospace.aspx> identifying the correspondence as being related to **Airworthiness Directives**.

