



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 22-115

Issued: 18 August 2022

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):

Tay engines

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

TCDS Number(s): EASA.E.063

Foreign AD: Not applicable

Supersedure: None

ATA 72 – Engine – High Pressure Turbine Stage 2 Intermediate Air Seal / Bolts – Inspection

Manufacturer(s):

Rolls-Royce plc

Applicability:

Tay 620-15 and Tay 650-15 engines, all engine serial numbers (ESN).

These engines are known to be installed on, but not limited to, Fokker F28 Mark 0070 and F28 Mark 0100 series aeroplanes.

Definitions:

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

The NMSB: Rolls-Royce Alert Non-Modification Service Bulletin (NMSB) TAY-72-A1797.

Groups: Group 1 engines are those installed or previously installed on an aeroplane operated under an air operator certificate (AOC) issued by the Islamic Republic of Iran.

Group 2 are all other engines.



Reason:

Occurrences have been reported of finding cracks in high pressure (HP) turbine stage 2 intermediate air seal attachment bolts.

This condition, if not detected and corrected, could lead to an uncontained HP turbine rotor disc (Stage 1 and/or Stage 2) failure with consequent release of high energy debris, possibly resulting in damage to, and/or reduced control of, the aeroplane.

To address this potential unsafe condition, Rolls-Royce issued the NMSB to provide inspection instructions.

For the reasons described above, this AD requires repetitive inspections of HP turbine Stage 2 intermediate air seal and attachment bolts and, depending on findings, replacement of parts.

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

Required as indicated, unless accomplished previously:

Inspection(s):

- (1) For Group 1 engines: Within 50 flight cycles (FC) or 2 months, whichever occurs first after the effective date of this AD, and, thereafter, at intervals not to exceed 500 FC or 12 months, whichever occurs first, inspect (on-wing or in-shop) the HP turbine Stage 2 intermediate air seal and attachment bolts in accordance with the instructions of section 3 of the NMSB.
- (2) For Group 2 engines: Within the compliance time specified in Table 1 of this AD, as applicable, and, thereafter, at intervals not to exceed 2 000 FC or 24 months, whichever occurs first, inspect (on-wing or in-shop) the HP turbine Stage 2 intermediate air seal and attachment bolts in accordance with the instructions of section 3 of the NMSB.

Table 1 – Group 2 Initial Inspection

Compliance Time (whichever occurs later, A or B)	
A	Before exceeding 10 000 FC accumulated by HP turbine Stage 2 intermediate air seal bolts since first installation on the engine
B	Within 1 000 FC or 12 months, whichever occurs first after the effective date of this AD

Corrective Action(s):

- (3) If, during any inspection as required by paragraph (1) or (2) of this AD, as applicable, discrepancies are detected (as defined in the NMSB), before next flight, or before release to service of the engine, as applicable, replace all damaged parts in accordance with the instructions of section 3 of the NMSB.

Terminating Action:

- (4) None.



Ref. Publications:

Rolls-Royce Alert NMSB TAY-72-A1797 original issue dated 02 August 2022.

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

Remarks:

1. This Proposed AD will be closed for consultation on 15 September 2022.
2. Enquiries regarding this PAD should be referred to the EASA Safety 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: Rolls-Royce Deutschland Ltd & Co KG, Eschenweg 11, Dahlewitz, 15827 Blankenfelde-Mahlow, Germany, Telephone: + 49 33708 6 3500, E-mail: DWOSD@rolls-royce.com.

