



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 25-048

Issued: 13 March 2025

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

ROLLS-ROYCE DEUTSCHLAND Ltd & Co KG BR700-715 engines

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

TCDS Number(s): EASA.E.023

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA Emergency AD 2007-0116-E dated 04 May 2007.

ATA 05 – Time Limits / Maintenance Checks – Engine Time Limits Manual – Amendment

Manufacturer(s):

Rolls-Royce Deutschland Ltd & Co KG (RRD)

Applicability:

BR700-715A1-30, BR700-715B1-30 and BR700-715C1-30 engines, all serial numbers (s/n).

These engines are known to be installed on, but not limited to, Boeing 717 aeroplanes.

Definitions:

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

The TLM: RRD BR715 Time Limits Manual (TLM) T-715-3BR Revision 68, Airworthiness Limitation Chapters:

- Chapter 05-10-01 Critical Parts Lives
- Chapter 05-20-01 Critical Parts Mandatory Inspections
- Chapter 05-20-02 Safety Required Maintenance Tasks
- Chapter 05-55-00 Inspections following operating exceedance - Special irregular inspection



- Chapter 05-55-01 N1 exceedance inspection requirements
- Chapter 05-55-02 N2 exceedance inspection requirements
- Chapter 05-55-03 TGT exceedance inspection requirements

The AMP: The Aircraft Maintenance Programme (AMP) contains the tasks on the basis of which the scheduled maintenance is conducted to ensure the continuing airworthiness of each operated aircraft. For engines installed on aircraft operated under EU regulations, the operator or the owner ensures compliance with the AMP as stipulated in Commission Regulation (EU) [1321/2014](#).

New and/or more restrictive tasks and limitations: This includes all tasks and limitations that are new and all tasks for which a threshold or interval was reduced, which were introduced into the TLM, as defined in this AD, since the previous TLM revision that is currently incorporated in the AMP.

Reason:

The airworthiness limitations and/or certification maintenance instructions for RRD BR700-715 engines, which are approved by EASA, are currently defined and published in the Airworthiness Limitation Chapters of the RRD BR700-715 TLM document. These instructions have been identified as mandatory for continued airworthiness.

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

Previously, EASA issued AD 2007-0116-E to require reduction of the approved maximum life limits for certain low pressure compressor fan disc assemblies.

Since that AD was issued, RRD issued the TLM, as defined in this AD, which contains new and/or more restrictive tasks and limitations.

For the reason described above, this AD supersedes EASA AD 2007-0116-E and requires accomplishment of the actions and limitations specified in the TLM.

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

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

Maintenance Tasks and Replacement of Life Limited Parts:

- (1) From the effective date of this AD, accomplish the following actions, as specified in the TLM, as applicable to engine model and depending on engine configuration:
 - (1.1) Replace each component before exceeding the applicable life limit, and
 - (1.2) Within the thresholds and intervals, accomplish all applicable maintenance tasks.

Corrective Action(s):

- (2) In case of finding discrepancies (as defined in the TLM) during accomplishment of any task as required by paragraph (1) of this AD, within the compliance time specified in the TLM, accomplish the applicable corrective action(s) in accordance with the applicable RRD



maintenance documentation. If no compliance time is identified in the TLM, accomplish the applicable corrective action(s) before next flight. If a detected discrepancy is not identified in the TLM, before next flight, contact RRD for approved instructions and accomplish those instructions accordingly.

AMP Revision:

- (3) Within 12 months after the effective date of this AD, revise the approved AMP by incorporating the limitations, tasks and associated thresholds and intervals described in the TLM, as applicable to engine model and depending on engine configuration.

Credit:

- (4) If, before the effective date of this AD, the AMP has been revised to incorporate the maintenance tasks and life limitations as specified in the previous TLM revision, that action ensures the continued accomplishment of those tasks and limitations.

Consequently, for an engine to which that AMP applies, it is acceptable to accomplish the new and/or more restrictive tasks and limitations as specified in the TLM, as applicable to engine model and depending on engine configuration, within the compliance times as specified in the TLM, to comply with paragraph (1) of this AD.

For that AMP, it is acceptable to incorporate the new and/or more restrictive tasks and limitations as specified in the TLM, as applicable to engine model and depending on engine configuration, into the AMP to comply with paragraph (3) of this AD.

Recording AD Compliance:

- (5) When the AMP of an aircraft has been revised as required by paragraph (3) or (4) of this AD, as applicable, that action ensures continued accomplishment of the tasks and limitations as required by paragraphs (1) and (2) of this AD for that aircraft. 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.

Ref. Publications:

RRD BR715 TLM T-715-3BR Revision 68 dated 15 November 2024.

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 10 April 2025.
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 & CoKG, Eschenweg 11, Dahlewitz, 15827 Blankenfelde-Mahlow, Germany ; Telephone: +49 (0) 337086 1200, E-mail: rrd.techhelp@rolls-royce.com.

