


EASA	EMERGENCY AIRWORTHINESS DIRECTIVE
	<p>AD No: 2005-0025</p> <p>Issued: 26 October 2005</p>

No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.

Type Approval Holder's Name : ROLLS-ROYCE PLC	Type/Model designation(s) : RB211 Trent 500 series RB211 Trent 700 series RB211 Trent 800 series
TCDS Number: United Kingdom 1056, 1050, 1051.	
Foreign AD: N/A	
Supersedure/Revised ADs: None	

ATA 79	Engine Oil tank – Oil filler cap assembly – Inspection/Replacement
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Manufacturer:	Rolls-Royce plc
Applicability:	<p>Models RB211 Trent 553-61, 553A2-61, 556-61, 556A2-61, 556B-61, 556B2-61, 560-61, 560A2-61 (installed on Airbus A340 aeroplanes)</p> <p>Models RB211 Trent 768-60, 772-60, 772B-60 engines (installed on Airbus A330 aeroplanes)</p> <p>Models RB211 Trent 875-17, 877-17, 884-17, 884B-17, 892-17, 892B-17, 895-17 (installed on Boeing 777 aeroplanes)</p>
Reason:	<p>Four in-service oil loss events in eight months have occurred following failures to refit the oil filler cap after oil servicing. The oil tank filler assembly secondary sealing feature (flap valve), which should have prevented significant loss of oil, was found to be compromised on these engines by an o-ring which had become unseated. Further investigation of the problem has revealed that the omission during manufacture of an optional notch on the o-ring location slot leads to the o-ring unseating during flight. The manufacturer has identified a batch of affected oil filler cap</p>

	<p>assemblies, which are identified by Rolls-Royce Alert Non Modification Service Bulletin RB211-79-AE964.</p> <p>Analysis has shown that the risk of multiple engine in-flight shutdowns is above acceptable limits due to the combined effects of the failure to refit the oil filler cap and of the dormant failure condition of the flap valve. Corrective action is therefore required to inspect the oil filler cap assembly and to replace those assemblies which are found to be from the affected batch.</p>
Effective Date:	28 October 2005
Action & Compliance:	<p>1) IDENTIFICATION OF AFFECTED ENGINES</p> <p>All engines:</p> <p>Inspect, within the compliance timescales indicated below, the oil filler cap assembly serial number in accordance with the Accomplishment Instructions (section 3) of Rolls-Royce Alert Non Modification Service Bulletin RB211-79-AE964 original issue (or later approved issue). "Affected engines" are those equipped with an "affected oil filler cap assembly" which are recognised by a serial number in the range 1156 through 1410 and that does <u>not</u> feature a letter "R" adjacent to the serial number.</p> <p>2) INTRODUCTION OF INDEPENDENT OVER CHECKING OF OIL FILLER CAP SECURITY</p> <p>All engines:</p> <p>Within 7 days after the Effective Date of this Airworthiness Directive implement an independent over check* for oil filler cap security following oil servicing for any aircraft installed with more than one affected engine (as defined above).</p> <p>3) REPLACEMENT OF AFFECTED OIL FILLER CAP ASSEMBLIES</p> <p>Replace affected oil filler cap assemblies in accordance with the Accomplishment Instructions (section 3) of Rolls-Royce Alert Non Modification Service Bulletin RB211-79-AE964 original issue (or later approved issue), as follows:</p> <p>a) Trent 700 series (Airbus A330 aeroplanes) and Trent 800 series (Boeing 777 aeroplanes) engines:</p> <p>i) For aircraft equipped with affected engines in both positions carry out the replacement on at least one engine within 75 days after the Effective Date of this Airworthiness Directive. No aircraft may be equipped with more than one affected engine beyond this date.</p> <p>ii) Carry out the replacement on the remaining affected engines within 165 days after the Effective Date of this Airworthiness Directive. No aircraft may be equipped with an affected engine beyond this date.</p>

	<p>b) Trent 500 series engines (Airbus A340 aeroplanes):</p> <ul style="list-style-type: none"> i) For aircraft equipped with affected engines in positions 1 or 4, carry out the replacement for these engines within 75 days after the Effective Date of this Airworthiness Directive. No aircraft may be equipped with an affected engine in positions 1 or 4 beyond this date. ii) Carry out the replacement on the remaining affected engines within 165 days of the Effective Date of this Airworthiness Directive. No aircraft may be installed with an affected engine beyond this date. <p>* For the purposes of this Airworthiness Directive "Independent over check" means inspection and confirmation by a qualified person who was not involved in the original fitting task.</p>
Ref. Publications:	<p>Rolls-Royce Alert Non Modification Service Bulletin RB211-79-AE964 may be obtained from Publication Services, Rolls-Royce plc. PO Box 31, Derby, DE24 8BJ, United Kingdom. Phone: +44 (0) 1332 242424, Fax: +44 (0) 1332 249936 or by registering on the website www.aeromanager.com.</p>
Remarks :	<p>This AD was not published for consultation due to Emergency nature of the Compliance.</p> <p>EASA approval 2005-6384 applies.</p> <p>Enquiries regarding this Airworthiness Directive should be referred to Mr. A T Boud, EASA Project Certification Manager – Propulsion, Certification Directorate. E-mail: tony.boud@easa.eu.int</p> <p>European Aviation Safety Agency Postfach 101253 D-50452 Köln, Germany</p>