

| EASA | AIRWORTHINESS DIRECTIVE | |
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|  | <p>AD No: 2007-0003R1 [Corrected 06 February 2009]</p> <p>Date: 15 January 2009</p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p> | |
| <p>This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p> | | |
| <p>Type Approval Holder's Name : ROLLS-ROYCE plc</p> | <p>Type/Model designation(s) : RB211 Trent 800 series Engines</p> | |
| <p>TCDS Number : UK-CAA 1051</p> | | |
| <p>Foreign AD : Not applicable</p> | | |
| <p>Supersedure : This AD revises EASA AD 2007-0003 dated 08 January 2007.</p> | | |
| <p>ATA 05</p> | <p>Time Limits – Engine Critical Parts Lives</p> | |
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| <p>Manufacturer(s):</p> | <p>Rolls-Royce plc</p> | |
| <p>Applicability:</p> | <p>Rolls-Royce RB211 Trent 895-17, 892-17, 892B-17, 884-17, 884B-17, 877-17 and 875-17 engines</p> <p>These engines are known to be installed on, but not limited to, Boeing 777 series aeroplanes.</p> | |
| <p>Reason:</p> | <p>The original issue of this Airworthiness Directive mandates revised lives and life accounting methodology of the Trent 800 engine Critical Parts.</p> <p>Revision of the Critical Part lives has been necessary due to actual operational flight profiles not conforming to those assumed at entry into service and is associated with a revised Flight Profile Monitoring methodology (originally based on engine thrust rating but now based on operating shaft speeds) introduced by Rolls-Royce.</p> <p>The new Flight Profile Monitoring methodology allows for seven new profiles replacing the previous three. Six of these profiles, A to F, are intended to cover the requirements of most operators. The Declared Life (in Standard Duty Cycles) is published for each part and life usage may be accounted by factoring the number of flights flown. The factor to be used is defined according to the Flight Profile which is applicable to the fleet.</p> <p>The seventh profile, called "Heavy", will be applicable to fleets operating outside profiles A to F. A separate Declared Life (in Flight Cycles) is published for each</p> | |

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| | <p>part and life usage is accounted without factoring.</p> <p>This AD is necessary as life reductions are applicable in some cases and failure to comply with the revised life limits could result in an unsafe condition.</p> <p>Revision 1 of this AD introduces an updated reference to the related Rolls-Royce Service Bulletin. Also the additional Information has been removed from the "Reason" paragraph. This addressed related ADs and is no longer considered to be necessary.</p> <p>This AD has been corrected to replace the word "defined" with "referred to" within the Compliance paragraph and to refer to a specific publication of revised lives within Note 2.</p> |
| Effective Date: | 22 January 2007 |
| Required Action(s) and Compliance Time(s): | <p>Required as indicated, unless accomplished previously:</p> <p>Not later than 31 January 2007, amend the Engine Maintenance Schedule by incorporating the revised Trent 800 engine declared life limits and associated Beta factors (where applicable) for Critical Parts referred to in Rolls-Royce Service Bulletin RB211-72-AE935 rev 7, or later approved revisions, Appendix 2 of Section 3 of the Service Bulletin.</p> <p>Note 1: For the purposes of compliance with this AD, compliance with EASA AD 2007-0003 original issue is deemed to be valid.</p> <p>Note 2: The revised lives originally defined in earlier revisions of Rolls-Royce Service Bulletin RB211-72-AE935 have been published in Chapter 5 of the Rolls-Royce Trent 800 Time Limits Manual since March 2008.</p> |
| Ref. Publications: | <p>Rolls-Royce RB211 Propulsion System Non Modification Service Bulletin Alert 72-AE935 Revision 7.</p> <p>The use of later approved revisions is acceptable for compliance with the requirements of this AD.</p> |
| Remarks : | <ol style="list-style-type: none"> 1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Methods of Compliance (AMOCs) for this AD. 2. The required actions and the risk allowance have granted the issuance of a Final AD with Request for Comments, postponing the public consultation process after publication. 3. Enquiries regarding this Airworthiness Directive should be referred to the Airworthiness Directive Focal Point - Certification Directorate, EASA. E-mail: ADs@easa.europa.eu 4. For any question concerning the technical content of the requirements in this AD, please contact Rolls-Royce plc. PO Box 31, Derby, DE24 8BJ, United Kingdom. Phone: +44 (0) 1332 242424, Fax: +44 (0) 1332 249936. |