EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2007- 0052 **[Corrected: 28 February 2007]** **Date: 23 February 2007**

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:	**Type/Model designation(s):**
ROLLS-ROYCE PLC	RB211 Trent 500, 700 and 800 series Engines

TCDS Number: UK CAA 1056 / EASA:- E042 / UK CAA 1051

Foreign AD: Not applicable.

Supersedure: None.

ATA 72	**Engine - IP Compressor Shaft - Visual Borescope Inspection of Balance Land**
Manufacturer:	Rolls-Royce PLC
Applicability:	Models RB211 Trent 553-61, 556-61, 556B-61, 560-61, 553A2-61, 556A2-61, 556B2-61, 560A2-61. These engines are known to be installed on, but not limited to, Airbus A340-500/600 series aeroplanes. Models RB211 Trent 768-60, 772-60, 772B-60 and 772C-60 engines. These engines are known to be installed on, but not limited to, Airbus A330 series aeroplanes. Models RB211 Trent 895-17, 892-17, 892B-17, 884-17, 884B-17, 877-17 and 875-17. These engines are known to be installed on, but not limited to, Boeing 777 series aeroplanes.
Reason:	This Airworthiness Directive requires inspections for cracks in the rear balance land of the IP Compressor Rotor. The inspections comprise an on-wing one-off inspection by borescope for RR Trent 800 engines which must be completed within a short timescale, and in-shop inspections to be completed at each opportunity for RR Trent 500, 700 and 800 engines (the in-shop inspection may be carried out in lieu of the on-wing inspection for the Trent 800 engines if it is accomplished within the timescale applicable to the on-wing inspection). This action is necessary following the discovery of IP Compressor Rotor rear balance land cracking on an in-service Trent 800 engine. Stress analysis of the damaged rotor has shown a possible threat to the rotor integrity, the cracking therefore presents a potential unsafe condition.

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	The cause of the cracking is currently not fully understood but evidence suggests it relates to an unusual balance weight condition. Correction 1: This AD was temporarily posted on the website as Emergency AD 2007-0052-E, and then it was considered more appropriate issuing it as AD 2007-0052. Correction 2: Raised to correct typographical errors in the previous correction note (2006 changed to 2007).
Effective Date:	09 March 2007
Action and Compliance	1) Inspection- On-wing Applicable to RR Trent 800 engines not previously inspected per Rolls-Royce RB211 Propulsion System Alert Non Modification Service Bulletin RB211-72-AF260 original issue (or later approved issue): Within 400 flight cycles of the Effective Date of this AD inspect the IP Compressor rotor rear balance land for cracks in accordance with Rolls-Royce RB211 Propulsion System Alert Non Modification Service Bulletin RB211-72-AF313 original issue (or later approved issue) section 3 Accomplishment Instructions. Engines on which cracking is found should be rejected from service. 2) Inspection- In-shop Applicable to RR Trent 500, 700 and 800 engines at each shop visit in which the engine is sufficiently disassembled to access the IP Compressor Module rear face: Inspect the IP Compressor rotor rear balance land for cracks in accordance with Rolls-Royce RB211 Propulsion System Alert Non Modification Service Bulletin RB211-72-AF260 original issue (or later approved issue) section 3 Accomplishment Instructions.
Ref. Publications:	Rolls-Royce RB211 Propulsion System Non Modification Service Bulletin RB211-72-AF313 original issue. Rolls-Royce RB211 Propulsion System Non Modification Service Bulletin RB211-72-AF260 original issue.
Remarks:	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 publication and notification of an immediate AD, ruling out the public consultation process. 3. Enquiries regarding this Airworthiness Directive should be referred to Mr. M. Capaccio, Airworthiness Directive Focal Point - Certification Directorate, EASA. E-mail: ADs@easa.europa.eu 4. For any questions 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.

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