


EASA	AIRWORTHINESS DIRECTIVE	
	AD No.: 2008-0099 [Corrected 12 June 2008]	
	Date: 21 May 2008 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.	
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.301] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].		
Type Approval Holder's Name : ROLLS-ROYCE plc	Type/Model Designation(s) : RB211 Trent 800 Engines	
TCDS Number : UK CAA 1051		
Foreign AD : Not applicable		
Supersedure : None		
ATA 72	Engine – HP Compressor stage 1- 4 shaft – Life Limit Reduction	
Manufacturer(s):	Rolls-Royce plc	
Applicability:	RB211 Trent 895-17, 892-17, 892B-17, 884-17, 884B-17, 877-17 and 875-17 engines in serial numbers, in which HP Compressor Stage 1-4 shaft Part Number FK32-80 are installed. These engines are known to be installed on, but not limited to, Boeing 777-300ER aircraft.	
Reason:	During manufacture of HP Compressor stage 1 discs a small number of parts have been rejected due to a machining defect that was found during inspection. Analysis of the possibility of less severe examples having been undetected and passed into service has concluded that action is required to reduce the risk of failure. It is therefore necessary to reduce the life limit from that currently published for the applicable parts. This Airworthiness Directive specifies the new life limits that must now be applied. This AD has been republished to correct the TCDS Number, improve the wording in the Applicability paragraph and to introduce a minor editorial change within the Compliance paragraph.	
Effective Date:	04 June 2008	

<p>Required action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <p>RB211 Trent 800 Critical Part lives may be monitored by one of two methods: "Multiple Flight Profile Monitoring"; or "Heavy Flight Profile" (for details refer to RR Engine Manual Airworthiness Limitations Section). This Compliance section is therefore divided into two sections to address these two possibilities.</p> <p>(1) <u>Multiple Flight Profile Monitoring parts:</u></p> <p>(a) On the effective date of this AD, if the part life is equal to or over 5 580 Standard Duty Cycles (SDC) then the part must be withdrawn from service before exceeding 7 780 SDC.</p> <p>Note 1: Standard Duty Cycles (SDC) is the product of Flight Cycles and Beta Factor, as specified in the RR Engine Manual Airworthiness Limitations Section.</p> <p>(b) On the effective date of this AD, if the part life is between 3 380 SDC and 5 580 SDC then the part should be withdrawn from service before exceeding a further 2 200 SDC.</p> <p>(c) On the effective date of this AD, if the part life is equal to or below 3 380 SDC then the part must be withdrawn from service before exceeding 5 580 SDC.</p> <p>Note 2: Operators should be aware that reassessment of the revised life limit in accordance with this AD (including possible reassessment of the applicable subsection (a), (b), or (c) (above)) will be necessary if, at some time in the future, the operator changes the flight profile that was applicable before the Effective Date, such that parts which are the subject of this AD are affected. To recalculate the revised life limit, the life of the part, in Standard Duty Cycles, at the Effective Date must be recalculated from the part's entry into service (zero life), and must use the Beta factor(s) for the new flight profile(s).</p> <p>(2) <u>Heavy Flight Profile parts:</u></p> <p>(a) On the effective date of this AD, if the part life is equal to or over 5 280 Flight Cycles then the part must be withdrawn from service before exceeding 7 480 Flight Cycles.</p> <p>(b) On the effective date of this AD, if the part life is between 3 080 Flight Cycles and 5 280 Flight Cycles then the part should be withdrawn from service before exceeding a further 2 200 Flight Cycles.</p> <p>(c) On the effective date of this AD, if the part life is equal to or below 3 080 Flight Cycles then the part must be withdrawn from service before exceeding 5 280 Flight Cycles.</p>
<p>Ref. Publications:</p>	<p>Rolls Royce Alert Non Modification Service Bulletin RB211-72-AF825</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks :</p>	<p>If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</p> <p>2. This AD was posted on 31 March 2008 as PAD 08-046 for consultation until 28 April 2008. The Comment Response Document can be found at http://ad.easa.europa.eu.</p> <p>3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail ADs@easa.europa.eu</p> <p>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. Email: tech.help@rolls-royce.com or download the publication from https://www.aeromanager.com</p>