


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>	
	<p><b>AD No.: 2008-0202</b></p> <p><b>Date: 17 November 2008</b></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><b>Type Approval Holder's Name :</b> ROLLS-ROYCE PLC</p>	<p><b>Type/Model designation(s)</b> RB211 Trent 900 series engines</p>	
<p>TCDS Number : EASA.E.012</p>		
<p>Foreign AD : Not applicable</p>		
<p>Supersedure : None</p>		
<p><b>ATA 72</b></p>	<p><b>Engine – High Pressure (HP) Turbine Nozzle Guide Vane (NGV) Convex Surface – Inspection</b></p>	
<p>Manufacturer(s):</p>	<p>Rolls-royce plc</p>	
<p>Applicability:</p>	<p>RB211 Trent 900 series engines, all marks. These engines are known to be installed on, but not limited to, Airbus A380 series aircraft.</p>	
<p>Reason:</p>	<p>Evidence from development testing and flight test Trent 900 engines has identified cracking on some HP Turbine Nozzle Guide Vane (NGV) Convex Surfaces. Analysis of test data and review of the manufacturing process has revealed compounding effects that may contribute to a shortfall in component life and an increased likelihood of premature cracking in this region. Excessive cracking on the Convex Surface may lead to the release of NGV material or the blockage of Turbine gas flow. This results in a risk of fracture to the HP Turbine Blade.</p> <p>Not all NGV assemblies are affected. It is believed that the problem, if it exists, will manifest itself below 1 000 cycles.</p> <p>Single release of HP Turbine Blade on more than one engine could result in multiple engine loss of power or In-Flight Shut Down (IFSD). This event presents a potential unsafe condition to the aircraft.</p> <p>This Airworthiness Directive is published to require inspection of the HPT NGV Convex Surfaces and, depending on the results, subsequent corrective actions.</p>	

Effective Date:	02 December 2008
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>Prior to achieving 400 total cycles, inspect the HPT NGV Convex Surfaces in accordance with the accomplishment instructions in section 3.A of Rolls-Royce RB211-Trent 900 Alert Non Modification Service Bulletin (NMSB) 72-AF995 Revision 1.</p> <p><u>If no damage is identified at first inspection:</u></p> <ul style="list-style-type: none"> <li>- repeat inspections must be carried out at intervals not exceeding 100 cycles.</li> <li>- if repeat inspections reveal no damage at 1 000 cycles revert to normal inspection maintenance as detailed in the Rolls-Royce RB211-Trent 900 Maintenance Planning Document (MPD).</li> </ul> <p><u>If damage is identified:</u></p> <ul style="list-style-type: none"> <li>- refer to the table in section 3.B. of Rolls-Royce RB211-Trent 900 Alert NMSB 72-AF995 Revision 1 for re-inspection intervals and rejection criteria.</li> </ul>
Ref. Publications:	<p>Rolls-Royce RB211-Trent 900 NMSB 72-AF995 Revision 1, dated 30 September 2008.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
Remarks :	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. This AD was posted on 02 December 2008 as PAD 08-111 for consultation until 30 October 2008. The Comment Response Document can be found at <a href="http://ad.easa.europa.eu">http://ad.easa.europa.eu</a>.</li> <li>3. Enquiries regarding this AD should be referred to the Airworthiness Directorate, Safety Management &amp; Research Section, Certification Directorate, EASA. E-mail <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a></li> <li>4. For any question concerning the technical content of the requirements in this AD, please contact: Rolls-Royce plc., P.O. Box 31, Derby, DE24 8BJ, United Kingdom; Telephone: +44 (0) 1332 242424, Fax: +44 (0) 1332 249936; Email: <a href="mailto:tech.help@rolls-royce.com">tech.help@rolls-royce.com</a> or download the publication from <a href="https://www.aeromanager.com">https://www.aeromanager.com</a></li> </ol>