


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2009-0071 [Corrected 14 April 2009]</p> <p>Date: 08 April 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 AD applies, except in accordance with the requirements of that AD, 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>		
Type Approval Holder's Name :		Type/Model designation(s) :
ROLLS-ROYCE plc		RB211 Trent 800 engines
TCDS Number : United Kingdom No. 1051		
Foreign AD : Not applicable		
Supersedure : This AD supersedes CAA United Kingdom (UK) AD G-2004-0009, EASA approval number 2004-5258.		
ATA 72	Engine – High Pressure (HP) / Intermediate Pressure (IP) Turbine Bearing Oil Vent Tube – Inspection / Cleaning / Replacement	
Manufacturer(s):	Rolls-Royce plc	
Applicability:	<p>RB211 Trent 875-17, 877-17, 884-17, 884B-17, 892-17, 892B-17 and 895-17 engines, all serial numbers.</p> <p>These engines are known to be installed on, but not limited to, Boeing 777 series aircraft.</p>	
Reason:	<p>During 2004, an incident was reported involving uncontained multiple IP turbine blade release on a Trent 700 engine. The blade release was the result of an overspeed of the IP turbine rotor that was initiated by an internal fire in the HP/IP bearing chamber. Post-incident analysis and investigation has established that blockage of the HP/IP turbine bearing oil vent tube due to carbon deposits was a significant factor in the failure sequence. The Trent 800 has a similar type design standard to that of the Trent 700 and has also been found in service to be susceptible to carbon deposits in the oil vent tube.</p> <p>This condition, if not corrected, could lead to further cases of uncontained turbine blade release.</p> <p>CAA UK AD G-2004-0009 was issued to require a one-off on-wing inspection of the internal condition of the vent tube with a re-inspection required in the case of heavy carbon build up being found. Rolls-Royce has now established that inspection and cleaning at overhaul is sufficient and necessary to control carbon build up in the tubes.</p> <p>For the reasons described above, this AD, which supersedes CAA UK AD G-2004-0009 (EASA approval 2004-5258), requires inspection of the HP/IP turbine vent tube and bearing chamber during each shop visit of the engine.</p>	

	This corrected AD is issued to amend a typographical error within the Reason paragraph, changing the reference to the superseded CAA UK AD from G-0004-0009 to G-2004-0009.
Effective Date:	22 April 2009
Required Action(s) and Compliance Time(s):	<p>Required as indicated:</p> <p>At the next engine shop visit after the effective date of this AD, and thereafter at each engine shop visit, inspect the HP/IP turbine bearing internal and external oil vent tubes and bearing chamber and take corrective action, depending on findings, in accordance with the accomplishment instructions of Rolls-Royce Alert Non Modification Service Bulletin (NMSB) RB211-72-AE362 Revision 1.</p> <p>Note: At this time, no terminating action is available for the repetitive inspection requirements of this AD.</p>
Ref. Publications:	<p>Rolls-Royce Alert NMSB RB211-72-AE362 Revision 1 dated 3 April 2009.</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, EASA can approve Alternative Methods of Compliance for this AD 2. This AD was published on 09 February 2009 as PAD 09-033 for consultation until 09 March 2009. No comments were received during the consultation period. 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. 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 Telephone: +44 (0) 1332 242424, Fax: +44 (0) 1332 249936. Email: tech.help@rolls-royce.com or download the publication from https://www.aeromanager.com