EASA	AIRWORTHINESS DIRECTIVE		
	AD No.: 2009-0103		
	Date: 30 April 2009		
<i>C</i>	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.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].			
Type Approval Holder's Name :		Type/Model designation(s) :	
ROLLS-ROYCE PLC		RB211 - Trent 500 series engines	
TCDS Number : EASA E.060			
Foreign AD : Not applicable			
Supersedure: This directive supersedes UK CAA AD G-2005-0029, dated 04 October 2005.			
ATA 72	Engine – High Pressure (HP) / Intermediate Pressure (IP) Turbine Oil Vent Tube and Bearing Chamber – Inspection		
Manufacturar(a):	Pollo Povoo pla		
Applicability:	Model RB211-Trent 500 series engines, all serial numbers.		
	These engines are kno Airbus A340-500 and A	own to be installed on, but not limited to, Airbus A340-600 series aeroplanes.	
Reason:	In October 2003, an uncontained multiple IP turbine blade release occurred on an RB211 Trent 700 series engine. The blade release was the result of an overspeed of the IP turbine rotor that was caused by ignition and subsequent combustion of oil ejected from the HP/IP bearing chamber. Post incident analysis revealed that carbon build-up inside the HP/IP turbine bearing oil vent tube was a significant contributor to the ejection of oil from the HP/IP bearing chamber.		
	The design of the HP/IP series engines is similar UK CAA AD No. G-2008 bearing oil vent tubes of as required by Rolls-Ro No.RB211-72-AE836. R these inspections and c a rate of carbon accumu vent tube and that an in an engine is inducted in airworthiness of the RB2 requirements, Revision (NMSB) No. RB211-72-	P bearing support arrangement of the RB211 Trent 500 r to the one of the RB211 Trent 700 engines. Therefore, 5-0029 instructed repeat inspections of the HP/IP turbine f the RB211 Trent 500 series engines at specific intervals yce Non Modification Service Bulletin (NMSB) colls-Royce engineering has evaluated the results of oncluded that the RB211 Trent 500 fleet does not exhibit ulation that would be sufficient to affect the function of the spection of the vent tube for carbon build-up whenever to an overhaul facility would be sufficient to preserve 211 Trent 500 fleet. For relaxing the inspection 2 of Rolls-Royce Non Modification Service Bulletin AE836 has been published.	

	This present AD supersedes UK CAA AD G-2005-0029 and requires compliance with Revision 2 of Rolls-Royce Non Modification Service Bulletin (NMSB) No. RB211-72-AE836 or later approved revisions.	
Effective Date:	07 May 2009	
Required Action(s) and Compliance Time(s):	Whenever an Intermediate Pressure (IP) Turbine Module (Module 51) or an engine is inducted into an overhaul facility, carry out the actions specified in paragraph 3.B., In-Shop Accomplishment Instructions of Rolls-Royce Non Modification Service Bulletin (NMSB) No. 72-AE836, Revision 2.	
Ref. Publications:	Rolls-Royce Non Modification Service Bulletin (NMSB) No. 72-AE836, Revision 2. The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.	
Remarks :	 If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 	
	 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. 	
	 Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail <u>ADs@easa.europa.eu</u> 	
	 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: <u>tech.help@rolls-royce.com</u> or download the publication from <u>https://www.aeromanager.com</u> 	