EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2010-0060R1 **[Corrected: 30 April 2010]** **Date: 14 April 2010** 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 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].

Type Approval Holder's Name :	**Type/Model designation(s) :**
Rolls-Royce Deutschland Ltd & Co KG	Tay 650-15 and Tay 651-54 engines

TCDS Number :	EASA.E.063
Foreign AD :	Not applicable
Revision :	This AD revises EASA AD 2010-0060 dated 29 March 2010, which superseded EASA AD 2008-0122 dated 1 July 2008.

ATA 72	**Engine - Low Pressure Turbine Discs Stage 2 and 3 – Inspection / Replacement**
Manufacturer(s):	Rolls-Royce plc.
Applicability:	TAY 650-15 Engines, serial numbers as listed in Rolls-Royce Deutschland Non-Modification Alert Service Bulletin TAY-72-A1524, Revision 3, dated 24 March 2010, with Module M05300AA (LP Turbine Module) installed. TAY 651-54 Engines, all serial numbers with Module M05300AA (LP Turbine Module) installed. These engines are known to be installed on, but not limited to, Fokker F28 Mark 0100 and Boeing 727 series aeroplanes.
Reason:	Strip results from some of the engines listed in the applicability section of this AD revealed excessively corroded low pressure turbine discs stage 2 and stage 3. The corrosion is considered to be caused by the environment in which these engines are operated. Following a life assessment based on the strip findings it was concluded that inspections for corrosion attack are required. The action specified by EASA AD 2008-0122 was intended to avoid a failure of a low pressure turbine disk stage 2 or stage 3 due to potential corrosion problems which could have resulted in uncontained engine failure and damage to the airplane. It has been later realised that the same unsafe condition could potentially occur on more serial numbers for the TAY 650-15 engines and on the TAY 651-54

	engines. EASA AD 2010-0060, which superseded EASA AD 2008-0122 retaining its requirements, was therefore issued to expand the Applicability in adding further engine serial numbers for the TAY 650-15 engines and in adding the Tay 651-54 engines. This AD was revised to clarify that the required initial inspection should be accomplished prior to accumulating 11 700 flight cycles (FC) of disc life and not the engine life. The repetitive inspections must accomplished at intervals not exceeding 11 700 FC of the disc life as well. This AD correction has been issued to amend one type in “Type/Model designation(s)”.
Effective Date:	28 April 2010
Required action(s) and Compliance Time(s):	Required as indicated: (1) Prior to accumulating 11 700 flight cycles (FC) of disc life and thereafter at intervals not exceeding 11 700 FC of the disc life, inspect the low pressure turbine discs stage 2 and stage 3 for corrosion in accordance with (i.a.w.) Rolls-Royce Deutschland Non-Modification Alert Service Bulletin TAY-72-A1524 and i.a.w. TAY 650 Engine Manual - E-TAY-3RR, Chapters 72-52-23 and 72-52-24 and TAY 651 Engine Manual – E-TAY-5RR, Chapters 72-52-23 and 72-52-24, as applicable. (2) When, during any of the inspections as required by paragraph (1) of this AD, corrosion is found, replace the affected parts using the rejection criteria described in the Rolls-Royce TAY 650 Engine Manual - E-TAY-3RR and TAY 651 Engine Manual - E-TAY-5RR, latest revision.
Ref. Publications:	Rolls-Royce Deutschland Non-Modification Alert Service Bulletin TAY-72-A1524, Revision 3, dated 24 March 2010. Rolls-Royce Deutschland TAY 650 Engine Manual - E-TAY-3RR, Chapters 72-52-23 and 72-52-24. Rolls-Royce Deutschland TAY 651 Engine Manual - E-TAY-5RR, Chapters 72-52-23 and 72-52-24. The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.
Remarks :	1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. 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. 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 Deutschland Ltd & Co KG Eschenweg 11 - 15827 Dahlewitz – Germany Phone: +49 (0) 33 7086 1768 ; Fax: +49 (0) 33 7086 3356