

EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2012-0039R1 Date: 14 March 2012 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 : Rolls-Royce Deutschland Ltd & Co KG	Type/Model designation(s) : Tay 611-8 and 611-8C engines
TCDS Number:	EASA.E.063
Foreign AD:	Not applicable
Revision:	This AD revises EASA Emergency AD 2012-0039-E dated 09 March 2012.
ATA 72	Engine – Stage 2 High Pressure Turbine Disc Spanner Retaining Nut – Replacement
Manufacturer(s):	Rolls-Royce Deutschland Ltd & Co KG, Rolls-Royce plc.
Applicability:	TAY 611-8 engines, serial numbers (s/n) 16870, 16879, 16880, 16897, 18046, 18051, 18052, 18053, 18058, 18065, 18066, 18169 and 18194 TAY 611-8C engine, s/n 85313. These engines are known to be installed on, but not limited to, Gulfstream Aerospace G-IV, GIV-SP and GIV-X aeroplanes.
Reason:	A recent quality investigation by Rolls-Royce Deutschland (RRD) has identified that certain Stage 2 High Pressure Turbine (HPT) disc spanner retaining nuts did not receive the proper heat treatment after application of silver plating. This condition, if not corrected, could result in a Stage 2 HPT disc failure, possibly leading to release of high energy debris, resulting in damage to the aeroplane and/or injury to occupants. For the reason described above, EASA issued Emergency AD 2012-0039-E to require the removal from service of the 14 affected engines. This AD has been revised to confirm that approved instructions for corrective action are now available, accomplishment of which will allow these engines to be released back into service.
Effective Date:	Revision 1: 14 March 2012 Original issue: 09 March 2012

Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) Within 20 flight cycles (FC), or within 200 FC after the latest engine shop visit, whichever occurs first after 09 March 2012 [the effective date of the original issue of this AD], remove the engine from the aeroplane. (2) From 09 March 2012 [the effective date of the original issue of this AD], do not install an engine, identified by s/n in the Applicability section of this AD, on an aeroplane, unless the affected HPT disc spanner retaining nut, Part Number (P/N) EU52005, on that engine has been replaced with a serviceable P/N EU52005 nut, in accordance with the instructions of RRD Alert Non-Modification Service Bulletin (NMSB) TAY-72-A1769.
Ref. Publications:	RRD Alert NMSB TAY-72-A1769 dated 09 March 2012. The use of later approved revisions of this document 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 Safety Information Section, Executive 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.