


EASA	NOTIFICATION OF A PROPOSAL TO CANCEL AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 14-004-CN</p> <p>Date: 08 January 2014</p> <p>Note: This Proposed Airworthiness Directive (PAD) Cancellation Notice (CN) 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>In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the cancellation of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below. All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation closing date indicated.</p>	
Design Approval Holder's Name: ROLLS-ROYCE plc	Type/Model designation(s): RB211 Trent 900 engines
TCDS Number: EASA.E.012	
Foreign AD: Not applicable	
Cancellation: This Notice proposes to cancel EASA AD 2012-0145R1 dated 10 August 2012.	
ATA 72	CANCELLED: Engine – Low Pressure Turbine Shaft and Bearing Housing End Cover – Inspection / Replacement
Manufacturer(s):	Rolls-Royce plc
Applicability:	<p>RB211 Trent 970-84, 970B-84, 972-84, 972B-84, 977-84, 977B-84 and 980-84 engines, all serial numbers (s/n).</p> <p>These engines are known to be installed on, but not limited to, Airbus A380 aeroplanes.</p>
Reason:	<p>During a revenue service flight, a Trent 900 engine experienced a high Intermediate Pressure (IP/N2) vibration fault along with several other fluctuating engine parameters, including Low Pressure (LP/N1) faults. The flight crew decided to throttle back the engine to idle and performed an air turn back. The other engines continued to operate normally and an uneventful landing was made.</p> <p>The results of an initial investigation revealed that the LP system was seized. Removal of the Low Pressure Turbine (LPT) bearing housing end cover revealed that the oil transfer tube assembly had fractured because the spherical seat between the oil transfer tube and the end cover was missing (not installed).</p> <p>This non-conformity caused the fracture of the oil transfer tube, leading to reduced oil flow and subsequent damage to the LP and IP bearings. Rolls-Royce has identified that other Trent 900 engines could potentially be affected.</p> <p>This condition, if not detected and corrected, could lead to LP location bearing damage which could result in uncontained engine failure and subsequent</p>

	<p>damage to the aeroplane.</p> <p>To address this potential unsafe condition, EASA issued AD 2012-0145 (later revised) to require an inspection for the presence of the spherical seat plate between the oil transfer tube and the LPT bearing housing end cover and, depending on findings, replacement of the LPT shaft and bearing housing end cover, in accordance with the instructions of Rolls-Royce Alert Non-Modification Service Bulletin (NMSB) RB.211-72-AH051, or NMSB RB.211-72-H056, as applicable to engine s/n.</p> <p>Since AD 2012-0145R1 was issued, all the affected engines have been inspected for conformity and presence of the spherical seat, and corrected, as applicable. In addition, Rolls-Royce has amended the assembly instructions to incorporate requirements for inspections for new and overhauled engines, thereby preventing possible recurrence of the affected non-conformity.</p> <p>For the reasons described above, this Notice proposes to cancel EASA AD 2012-0145R1.</p>
Effective Date:	[TBD: same date as final AD-CN issue date]
Required Action(s) and Compliance Time(s):	None
Ref. Publications:	<p>Rolls-Royce Alert NMSB RB.211-72-AH051 initial issue dated 03 August 2012.</p> <p>Rolls-Royce NMSB RB.211-72-H056 initial issue dated 03 August 2012.</p>
Remarks:	<ol style="list-style-type: none"> 1. This Proposed AD will be closed for consultation on 29 January 2014. 2. Enquiries regarding this PAD-CN should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu. 3. For any question concerning the technical content of this PAD-CN, please contact your designated Rolls-Royce representative, or download the publication from your Aeromanager account at www.aeromanager.com. <p>If you do not have a designated representative or Aeromanager account, please contact Corporate Communications at Rolls-Royce plc, P.O. Box 31, Derby, DE24 8BJ, The United Kingdom. Telephone: +44 (0) 1332 242424, or email from http://www.rolls-royce.com/contact/civil_team.jsp identifying the correspondence as being related to Airworthiness Directives.</p>