EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2012-0243 **[Correction: 13 November 2012]** **Date: 12 November 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 EU 748/2012, Part 21.A.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].

Design Approval Holder's Name:	**Type/Model designation(s):**
ROLLS-ROYCE plc	Viper Mk. 601-22 engines

TCDS Number:	United Kingdom 1038
Foreign AD:	Not applicable
Supersedure:	None

ATA 72	**Engine – Critical Parts – Reduction of Cyclic Life Limits**
Manufacturer(s):	Rolls-Royce plc
Applicability:	Viper Mk. 601-22 engines, all serial numbers. These engines are known to be installed on, but not limited to, Hawker Beechcraft (formerly Hawker Siddeley, Beech Aircraft Corporation) BH.125 and HS.125 Series 600, 600A and 600B aeroplanes.
Reason:	A review, carried out by Rolls-Royce, of the lives of critical parts of the Viper Mk. 601-22 engine, has resulted in reduced cyclic life limits for certain critical parts. Operation of critical parts beyond these reduced cyclic life limits may result in part failure, possibly resulting in the release of high-energy debris, which may cause damage to the aeroplane and/or injury to the occupants. For the reasons described above, this AD requires implementation of the reduced cyclic life limits for the affected critical parts, i.e. replacement of each part before the applicable reduced life limit is exceeded, and replacement of those critical parts that have already exceeded the reduced cyclic life limits. This AD has been republished to correct a typographical error (wrong applicable Alert Service Bulletin number) in paragraph (3).

Effective Date:	19 November 2012
Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) Within 30 days after the effective date of this AD, determine the accumulated flight cycles (FC) since new for each component as identified by Part Number (P/N) in Table 1 of this AD. Table 1: Critical parts reduced cyclic life limit(s)

Component Name	P/N(s)	Cyclic Life Limit
Compressor Shaft	V900766	20 720 FC
Compressor Rear Stubshaft (Centre Bearing Hub)	V900007 V900994	9 600 FC
Combustion Chamber Outer Casing	V950013 V950331	32 000 FC

(2) If, as a result of the determination as required by paragraph (1) of this AD, the accumulated cyclic life since new of one or more of the affected components is equal to or exceeds the applicable reduced cyclic life limit as specified in Table 1 of this AD, before next flight, replace each affected component with a serviceable component, in accordance with the instructions of Rolls-Royce plc. Alert Service Bulletin (ASB) 72-A206.

(3) After the determination as required by paragraph (1) of this AD, before exceeding the reduced cyclic life limit (since new) as specified in Table 1 of this AD, replace each component with a serviceable component in accordance with the instructions of Rolls-Royce plc. ASB 72-A206 and, thereafter, each time before exceeding the reduced cyclic life limit (since new) as specified in Table 1 of this AD, as applicable to the component, replace each component with a serviceable component in accordance with the instructions of Rolls-Royce plc. ASB 72-A206.

(4) From the effective date of this AD, do not install a component having a P/N listed in Table 1 of this AD on an engine, unless it has been determined that the total accumulated cyclic life since new of the component is less than the applicable reduced cyclic life limit as specified in in Table 1 of this AD.

Ref. Publications:	Rolls-Royce plc. ASB 72-A206 dated November 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. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until 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 requirement in this AD, please contact: **Defence Aerospace Communications** at **Rolls-Royce plc**, P.O. Box 3, Gypsy Patch Lane, Filton, Bristol, BS34 7QE, The United Kingdom, Telephone +44 (0) 117 9791234, or via the contact form at http://www.rolls-royce.com/contact/defence_team.jsp identifying the correspondence as being related to **Airworthiness Directives**.