

EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2012-0247 Date: 20 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 EC 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: ROLLS-ROYCE plc	Type/Model designation(s): RB211 Trent 700 engines
TCDS Number:	EASA.E.042
Foreign AD:	Not applicable
Supersedure:	None
ATA 72	Engine – Low Pressure Compressor Blades – Inspection / Replacement
Manufacturer(s):	Rolls-Royce plc (RR)
Applicability:	RB211 Trent 768-60, 772-60, 772B-60 and 772C-60 engines, all serial numbers. These engines are known to be installed on, but not limited to, Airbus A330 aeroplanes.
Reason:	Low Pressure (LP) compressor partial aerofoil blade release events have occurred in service on RR Trent 700 engines. While primary containment of the released sections has been achieved in each case, some of the releases did exhibit secondary effects that are considered to present a potential hazard. Previously, expeditious actions by RR have mitigated the risks presented by these effects, by removal from service of batches of LP compressor blades. However, some causal factors still exist that are not fully understood. This condition, if not detected and corrected, could lead to LP compressor blade release with possible consequent loss of the engine nose cowl, under cowl fires and forward projection of secondary debris, possibly resulting in damage to the aeroplane and/or injury to persons on the ground. To mitigate the risk of further partial fan blade release events, RR issued Non-Modification SB (NMSB) RB.211-72-G872, providing instructions for an ultrasonic inspection of the affected LP compressor blades to detect sub-surface anomalies in the aerofoil and, depending on findings, replacement of LP compressor blades. For the reasons described above, this AD requires a one-time inspection of the affected LP compressor blades.

	This AD is considered an interim measure and further AD action is likely.
Effective Date:	04 December 2012
Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) For LP Compressor blades that, on the effective date of this AD, have accumulated or exceeded 2 500 flight cycles (FC) since new, or since inspection in accordance with RR NMSB RB.211-72-G702, or since in-shop ultrasonic inspection in accordance with the Engine Manual, replace each LP compressor blade (either on-wing or in-shop) with a serviceable blade, within 500 FC or 10 months, whichever occurs first after the effective date of this AD, in accordance with the instructions of Section 3 of RR NMSB RB.211-72-G872, and accomplish an ultrasonic inspection on the removed LP compressor blades. (2) From the effective date of this AD, do not install on an engine any LP compressor blades that have been removed as required by paragraph (1) of this AD, unless the LP compressor blades have passed the ultrasonic inspection in accordance with the instructions of Section 3 of RR NMSB RB.211-72-G872.
Ref. Publications:	Rolls-Royce NMSB RB.211-72-G702 dated 23 May 2011. Rolls-Royce NMSB RB.211-72-G872 dated 2 April 2012, or Revision 1 dated 2 July 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 requirements in this AD, please contact your designated Rolls-Royce representative, or download the publication from your Aeromanager account at www.aeromanager.com. 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.