


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2012-0265</p> <p>Date: 18 December 2012</p> <p>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.</p>	
<p>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].</p>		
<p>Design Approval Holder's Name: ROLLS-ROYCE plc</p>	<p>Type/Model designation(s): RB211-535E4-B-37 engines</p>	
TCDS Number:	UK CAA TCDS No.1044	
Foreign AD:	Not applicable	
Supersedure:	None	
ATA 72	Engine – Critical Parts – Life Limits	
Manufacturer(s):	Rolls-Royce plc	
Applicability:	<p>RB211-535E4-B-37 engines, all serial numbers.</p> <p>These engines are known to be installed on, but not limited to, Boeing 757 series aeroplanes.</p>	
Reason:	<p>Flight Profiles (FP) define the limits of engine operation within which the engine will qualify for use of an associated set of Critical Parts life limits. The Rolls-Royce (RR) RB211-535E4-B-37 engine previously had only one such FP and associated set of life limits published in the applicable RR Time Limits Manual.</p> <p>However, a recent review of operational flight data has revealed that some engines may have been operated beyond the currently valid datum FP.</p> <p>Failure to account for the correct rate of fatigue damage associated with engine operation may lead to Critical Part failure, possibly resulting in release of high energy debris, damage to the aeroplane and/or injury to occupants.</p> <p>For the reason described above, this AD requires the implementation of two new flight profiles into the life usage monitoring/recording processes for engines that are, or have been, operated outside the current FP limits, as well as the assignment of provisional life limits to the affected Critical Parts.</p>	
Effective Date:	01 January 2013	

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within 30 days after the effective date of this AD, establish whether the engine is now operating, or has previously been operated, beyond the currently applicable datum FP.</p> <p>Note: The currently applicable datum FP for the RB211-535E4-B-37 engine model is identical to Flight Profile C as defined in Rolls-Royce Alert Non-Modification Service Bulletin (NMSB) RB.211-72-AG875.</p> <p>(2) If, as a result of the action required by paragraph (1) of this AD, it is determined that the engine has been, or is now, operated beyond the currently applicable datum FP, within 30 days after the effective date of this AD, re-calculate the current life of each life limited Critical Part installed on that engine and assign the appropriate life limit to each part, in accordance with the instructions of Section 3 of Rolls-Royce Alert NMSB RB.211-72-AG875 and, thereafter, replace each Critical Part with a serviceable part in accordance with the criteria and the instructions provided in Section 3 of Rolls-Royce Alert NMSB RB.211-72-AG875.</p> <p>(3) From the effective date of this AD, do not operate an engine beyond the currently applicable FP, unless in compliance with the requirements of paragraph (2) of this AD.</p>
<p>Ref. Publications:</p>	<p>Rolls-Royce Alert NMSB RB.211-72-AG875, initial issue, dated 13 December 2012.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks:</p>	<ol style="list-style-type: none"> 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. <p>If you do not have a designated representative or Aeromanager account, please contact Corporate Communications at Rolls-Royce plc., PO Box 31, Derby, DE24 8BJ, The United Kingdom, telephone: +44 (0) 1332 242424, or send an e-mail through http://www.rolls-royce.com/contact/civil_team.jsp identifying the correspondence as being related to Airworthiness Directives.</p>