


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE CANCELLATION NOTICE</b>	
	<b>AD No.: 2012-0273-CN</b>	
	<b>Date: 13 March 2014</b>	
<p>Note: This Airworthiness Directive (AD) 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>		
<b>Design Approval Holder's Name:</b> ROLLS-ROYCE plc		<b>Type/Model designation(s):</b> RB211 Trent 900 engines
TCDS Number: EASA.E.012		
Foreign AD: Not applicable		
Cancellation: This Notice cancels EASA AD 2012-0273 dated 21 December 2012.		
<b>ATA 72</b>		
<b>CANCELLED: Engine – Intermediate Pressure Compressor Rear Stub Shaft Piston Ring – Inspection</b>		
<b>Manufacturer(s):</b> Rolls-Royce plc (RR)		
<b>Applicability:</b> RB211 Trent 970-84, 970B-84, 972-84, 972B-84, 977-84, 977B-84 and 980-84 engines, if incorporating RR production Modification (Mod.) 72-G585, or modified in-service through RR Service Bulletin (SB) RB.211-72-G585 (at any revision), with a Module 33 installed having a serial number (s/n) prior to HC0320, except s/n HC0277, HC0281, HC0294, HC0301, HC0309, HC0313, HC0315 and HC0318.  These engines are known to be installed on, but not limited to, Airbus A380 aeroplanes.		
<b>Reason:</b> During take-off of an A380 aeroplane on a customer acceptance flight, a low oil pressure warning message was observed by the flight crew. The take-off was aborted and the aeroplane returned to the gate without further incident. Initial post-flight inspection of the engine revealed that the oil pump drive shear neck had failed. Upon further inspection of the engine, pieces of debris were found in the oil pump Internal Gear Box (IGB) rear scavenge screen and smaller pieces of profiled debris were found on the Electrical Magnetic Chip Detector (EMCD). From the material recovered, the origin was found to be the piston ring seal, which fits in the groove of the Intermediate Pressure Compressor Rear Stub Shaft (IPC RSS). This piston ring was introduced as part of Rolls-Royce Mod.72-G585 which incorporated a modified 52-spline IP Turbine Shaft, IPC RSS and coupling assembly.  Therefore, only engines incorporating Mod.72-G585 were determined to be affected.  This condition, if not detected and corrected, could lead to loss of oil pressure		

	<p>on one or more of the engines, possibly resulting in reduced control of the aeroplane.</p> <p>To address this potential unsafe condition, EASA issued AD 2012-0273 to require a one-time inspection of the IPC RSS piston ring, to ensure that the piston ring is correctly located in the IPC RSS groove and is intact and, depending on findings, the accomplishment of applicable corrective action(s).</p> <p>Since that AD was issued, RR issued Non-modification Service Bulletin (NMSB) RB.211-72-AH256, containing all instructions previously released as Technical Variance (TV). It has now been confirmed that all affected engines (i.e. those having a Module 33 identified by s/n in the Applicability) have been inspected for conformity and presence of the IPC RSS piston ring, and corrected, as applicable. In addition, RR amended the assembly instructions to incorporate requirements for inspections of new and overhauled engines, thereby preventing possible recurrence of the affected non-conformity.</p> <p>For the reasons described above, this Notice cancels EASA AD 2012-0273.</p>
Effective Date:	13 March 2014
Required Action(s) and Compliance Time(s):	None.
Ref. Publications:	<p>Airbus QSR RR/L/EN/12-00005, dated 14 December 2012.</p> <p>Rolls-Royce TV129978 issue 1, dated 19 December 2012; or issue 2 dated 20 December 2012.</p> <p>Rolls-Royce TV129994 issue 1, approval date 21 December 2012.</p> <p>Rolls-Royce TV129940 issue 1, dated 20 December 2012.</p> <p>Rolls-Royce NMSB RB.211-72-AH256 original issue, dated 23 January 2013.</p>
Remarks:	<ol style="list-style-type: none"> <li>1. This AD-CN was posted on 11 February 2014 as PAD 14-035-CN for consultation until 11 March 2014. No comments were received during the consultation period.</li> <li>2. Enquiries regarding this AD-CN should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>3. For any question concerning the technical content of this AD-CN, please contact your designated Rolls-Royce representative, or download the publication from your Aeromanager account at <a href="http://www.aeromanager.com">www.aeromanager.com</a>.</li> </ol> <p>If you do not have a designated representative or Aeromanager account, please contact <b>Corporate Communications</b> at <b>Rolls-Royce plc</b>, P.O. Box 31, Derby, DE24 8BJ, The United Kingdom. Telephone: +44 (0) 1332 242424, or email from <a href="http://www.rolls-royce.com/contact/civil_team.jsp">http://www.rolls-royce.com/contact/civil_team.jsp</a> identifying the correspondence as being related to <b>Airworthiness Directives</b>.</p>