EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2013-0007 **Date: 09 January 2013** 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 Deutschland Ltd & Co KG	Tay 650-15 and Tay 651-54 engines

TCDS Number:	EASA.E.063
Foreign AD:	Not applicable
Supersedure:	This AD supersedes EASA AD 2010-0060R1 dated 14 April 2010, including the Correction dated 30 April 2010.

ATA 72	**Engine – Low Pressure Turbine Discs at Stage 2 and 3 – Inspection / Replacement**
Manufacturer(s):	Rolls-Royce plc.
Applicability:	TAY 650-15 all serial numbers, fitted with a low pressure turbine (LPT) module M05300AA, when installed in an aeroplane operated under an air operator certificate issued by the Islamic Republic of Iran. TAY 651-54 engines, all serial numbers, fitted with a LPT module M05300AA. These engines are known to be installed on, but not limited to, Fokker F28 Mark 0100 and Boeing 727 series aeroplanes.
Reason:	Strip-down of some Tay 650-15 engines revealed excessively corroded stage 2 and stage 3 LPT discs. Subsequent evaluation concluded that the corrosion is caused by the environment in which these engines are operated. This condition, if not detected and corrected, could lead to an uncontained LPT disc failure, potentially resulting in damage to, and/or reduced control of the aeroplane. To address this unsafe condition, Rolls-Royce Deutschland Ltd & Co KG (RRD) issued Alert Non-Modification Service Bulletin (NMSB) TAY-72-A1524 to provide instruction for stage 2 and stage 3 LPT disc inspection. Consequently, EASA issued AD 2008-0122 to require repetitive inspections of stage 2 and stage 3 LPT discs on certain engines. This AD was superseded by EASA AD 2010-0060 as more engines were found to be affected. EASA AD 2010-0060 was later revised to clarify the required compliance time. Since that AD was issued, it has been determined that more engines could be

	operated under the specific environmental conditions and therefore could be affected. For the reasons described above, this new AD retains the requirements of EASA AD 2010-0060R1, which is superseded, but applies to a redefined population of engines.
Effective Date:	23 January 2013
Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) After 12 April 2010 [the effective date of EASA AD 2010-0060], before exceeding 11 700 flight cycles (FC) accumulated since new by the stage 2 and stage 3 LPT discs, and, thereafter, at intervals not to exceed 11 700 FC, inspect the stage 2 and stage 3 LPT discs for corrosion in accordance with the instructions of RRD NMSB TAY-72-A1524 at revision 4. (2) If, during any inspection as required by paragraph (1) of this AD, corrosion is detected on a stage 2 or stage 3 LPT disc, before release to service of the engine, replace the affected stage 2 or stage 3 LPT disc, as applicable, with a serviceable part in accordance with approved maintenance instructions. (3) Inspections and corrective actions, accomplished before the effective date of this AD in accordance with RRD NMSB TAY-72-A1524 at revision 3 (or earlier revisions) are acceptable to comply with the initial requirements of paragraphs (1) and (2) of this AD.
Ref. Publications:	RRD NMSB TAY-72-A1524, Revision 4, dated 16 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. This AD was posted on 28 November 2012 as PAD 12-153 for consultation until 26 December 2012. No comments were received during the consultation period. 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: Rolls-Royce Deutschland Ltd & Co KG Eschenweg 11 - 15827 Dahlewitz – Germany Telephone: +49 (0) 33 7086 1768 ; Fax: +49 (0) 33 7086 3356.