


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2013-0038 [Correction: 28 February 2013]</p> <p>Date: 27 February 2013</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 Trent 700 engines</p>
TCDS Number:	EASA.E.042
Foreign AD:	Not applicable
Supersedure:	This AD supersedes EASA Emergency AD 2013-0030-E dated 13 February 2013.
ATA 72	Engine – Air Guide Tube / Phonic Ring – Inspection
Manufacturer(s):	Rolls-Royce plc
Applicability:	<p>Group 1: RB211 Trent 700 series engines, serial numbers (s/n) 41073, 41134, 41206, 41170, 41065, 41128, 41242, 41244, 41224 and 41225.</p> <p>Group 2: RB211 Trent 700 series engines, s/n 41062, 41095, 41117, 41146, 41149, 41160, 41215, 41216, 41237, 41250, 41256, 41264 and 41266.</p> <p>These engines are known to be installed on, but not limited to, Airbus A330 series aeroplanes.</p>
Reason:	<p>During overhaul of a Trent 700 engine, it has been discovered that installation of an air guide tube had been omitted during the build of the engine, due to a mix of pre- and post-SB 72-D351 parts. The affected engine had a pre-SB 72-D351 low pressure turbine (LPT) installed and had inadvertently been fitted with a post-SB 72-D351 phonic ring. Further investigation on the maintenance records of other Trent 700 engines concluded that a limited number of engines may have been similarly re-assembled incorrectly following maintenance.</p> <p>This condition, if not detected and corrected, could lead to failure of the central oil tube and oil leakage into the LPT, possibly resulting in uncontained LPT failure and consequent damage to, and reduced control of, the aeroplane.</p> <p>To address this potential unsafe condition, EASA issued Emergency AD 2013-0030-E to require a one-time inspection to determine what standard of phonic ring was installed and, depending on findings, corrective action. Identification of a combination of pre-SB 72-D351 module and post-SB 72-D351 phonic ring, Part Number FW17273, requires corrective action.</p>

	<p>Identification of a post-SB 72-D351 module confirms that no corrective action is necessary.</p> <p>Since that AD was issued, Rolls-Royce published Non-Modification Service Bulletin (NMSB) RB.211-72-AH312 that provides the inspection and correction instructions as relevant to the requirements of EASA AD 2013-0030-E, and identified a further 13 engines that were (re)assembled at the same overhaul facility and therefore could be at risk of the same build error.</p> <p>For the reason described above, this AD retains the requirements of EASA AD 2013-0030-E, which is superseded, and expands the Applicability by adding engines which must also be inspected.</p> <p>This AD has been republished to correct a typographical error in the Reason.</p>
Effective Date:	01 March 2013
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) For Group 1 engines, as identified in the Applicability section of this AD: Before next flight after 13 February 2013 [the effective date of EASA AD 2013-0030-E], inspect the LPT module standard to determine whether this is pre-SB 72-D351 and, if so, inspect the LPT phonic ring standard and, depending on findings, accomplish the corrective actions in accordance with Section 3 of the instructions of Rolls-Royce NMSB RB.211-72-AH312.</p> <p>(2) For Group 2 engines, as identified in the Applicability section of this AD: Within 2 months after the effective date of this AD, inspect the LPT module standard to determine whether this is pre-SB 72-D351 and, if so, inspect the LPT phonic ring standard and, depending on findings, accomplish the corrective actions in accordance with Section 3 of the instructions of Rolls-Royce NMSB RB.211-72-AH312.</p> <p>(3) From the effective date of this AD, do not install an affected engine (s/n as identified in the Applicability of this AD) on an aeroplane, unless it has been inspected and, depending on findings, corrected in accordance with the instructions of Rolls-Royce NMSB RB.211-72-AH312.</p>
Ref. Publications:	<p>Rolls-Royce NMSB RB.211-72-AH312 original issue dated 22 February 2013. The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p> <p>Rolls-Royce SB RB.211-72-D351 Revision 1 dated 16 November 2004.</p>
Remarks:	<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, or contact at Rolls-Royce plc. Corporate Communications, P.O. Box 31, Derby, DE24 8BJ, 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.