EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2013-0071 **Date: 19 March 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 650-15/10 series engines

TCDS Number:	EASA.E.063
Foreign AD:	Not applicable
Supersedure:	None

ATA 72	**Engine – Low Pressure Compressor / Rotor Blade Leading Edge – Re-profiling**
Manufacturer(s):	Rolls-Royce plc
Applicability:	Tay 650-15 and Tay 650-15/10 engines, all serial numbers. These engines are known to be installed on, but not limited to, Fokker F28 Mark 0100 series aeroplanes.
Reason:	Service history of Tay series engines discovered that low pressure compressor (LPC) fan blade leading edge could be subject of excessive deterioration. The LPC fan blade leading edge profile influences the LPC aerodynamic characteristics and stability. This condition, if not corrected, could reduce fan flutter margin and, in some cases, could lead to fan blade failure, possibly resulting in uncontained release of high energy debris with consequent damage to, and/or reduced control of, the aeroplane. To address this potential unsafe condition, Rolls-Royce Deutschland Ltd & Co KG (RRD) issued Alert Non-Modification Service Bulletin (NMSB) TAY-72-A1782 to provide instructions for re-profiling of LPC fan blade leading edge profile. For the reasons described above, this AD requires implementation of repetitive re-profiling for the affected parts.
Effective Date:	02 April 2013

<table>
<tr><td>Required Action(s) and Compliance Time(s):</td><td>
Required as indicated, unless accomplished previously:

(1) Within the compliance time as specified in Table 1 of this AD, as applicable, and thereafter at intervals not to exceed 10 000 flight cycles (FC), accomplish a fan blade re-profiling in accordance with accomplishment instruction of RRD Alert NMSB TAY-72-A1782.

Table 1
<table>
<tr><td>Fan blade FC accumulated on the effective date of this AD</td><td>Compliance time</td></tr>
<tr><td>Less than 8 000 FC</td><td>Before accumulating 10 000 FC</td></tr>
<tr><td>Equal to or more than 8 000 FC</td><td>Within 2 000 FC after the effective date of this AD</td></tr>
</table>
Note: For the purpose of this AD, fan blade FC means FC accumulated by the fan blade since new or since the last re-profiling in accordance with RRD NMSB TAY-72-1603, or in accordance with Engine Manual Repair HRS3629 (Engine Manual, Chapter 72-31-12, TASK 72-31-12-300-005), as applicable.

(2) From the effective date of this AD, do not install a LPC module on an engine, or an engine on an aeroplane, unless in compliance with the requirements of this AD.

(3) Compliance with the requirements of paragraphs (1) and (2) of this AD can be demonstrated by:

(3.1) Revising as follows, the approved Aircraft Maintenance Programme (AMP) on the basis of which the operator or the owner ensures the continuing airworthiness of each operated aeroplane:

Incorporate the LPC fan blade repetitive re-profiling as specified in RRD Alert NMSB TAY-72-A1782,

and

(3.2) Complying with the approved AMP as described in paragraph (3.1) of this AD.
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<tr><td>Ref. Publications:</td><td>
RRD Alert NMSB TAY-72-A1782 Initial Issue dated 06 February 2013 or Revision 1 dated 08 February 2013.

RRD NMSB TAY-72-1603 Initial issue, dated 21 June 2004.

Engine Manual Repair HRS3629 dated 15 December 2007.

The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.
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<tr><td>Remarks:</td><td>
1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.

2. This AD was posted on 14 February 2013 as PAD 13-035 for consultation until 14 March 2013. 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
Tel: + 49 (0) 33 708 6 1200 (direct 1016) Fax: + 49 33 708 6 1212.
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