


<b>EASA</b>	<b>PROPOSED AIRWORTHINESS DIRECTIVE</b>
	<p><b>PAD No.: 06 – 0234</b></p> <p><b>Date: 13 October 2006</b></p>
No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.	
<b>Type Approval Holder's Name :</b> Rolls-Royce Deutschland Ltd & Co. KG	<b>Type/Model designation(s):</b> TAY620, TAY650
TCDS Number : LBA Germany No. 6327 and 6328	
Foreign AD : Not applicable.	
Supersedure: CAA Netherlands AD NL-2005-014 R1, EASA Approval No.2006-0017.	
<b>ATA 72</b>	<b>ENGINE – HP COMPRESSOR VANES STAGES 4 TO 11 – INTRODUCTION OF A NEW SETTING PROCEDURE TO INCREASE THE MINIMUM VANE TIP CLEARANCE</b>
<b>Manufacturer(s):</b>	Rolls-Royce Deutschland Ltd & Co. KG and Rolls-Royce plc
<b>Applicability:</b>	<p><u>TAY620 Models:</u> TAY611-8: engine serial numbers prior to 18216 TAY611-8C: engine serial numbers prior to 85055 TAY620-15: all engine serial numbers</p> <p><u>TAY650 Models:</u> TAY650-15: all engine serial numbers TAY651-54: all engine serial numbers</p> <p>These engines are installed on, but not limited to, Boeing 727 series, Fokker F28 Mark 0070 and Mark 0100, and Gulfstream G-IV and GIV-X series aircraft.</p>
<b>Reason:</b>	Some engines have experienced heavy High Pressure (HP) compressor stator vane tip rubs with partial loss of the corresponding HP compressor rotor spacer material on the HP compressor stages 4 to 9. This damage can occur because the minimum vane tip clearance between the HP compressor stator vane tips and the corresponding HP compressor rotor spacers can be

	potentially too small in adverse operating conditions leading to heavy HP compressor stator vane tip rubs potentially leading to an In-flight shut down. This airworthiness directive is issued to introduce a revised HP compressor vane setting procedure to prevent a multiple In-flight shut down.
Effective Date:	[TBD – 14 days after Final AD issue date]
Compliance:	<p>Unless accomplished previously in accordance with CAA Netherlands AD NL-2005-014 R1 (EASA Approval No.2006-0017), the incorporation of the revised HP compressor vane setting procedure must be accomplished in accordance with the instructions of Rolls-Royce Deutschland ASB TAY-72-A1653 Rev.1 dated 05 October 2006 as follows:</p> <p><u>For TAY611-8 Engines:</u></p> <ul style="list-style-type: none"> <li>- on all engines at the next shop visit after the effective date of this directive when the module is disassembled for refurbishment or overhaul.</li> <li>- if both engines on an aircraft are affected on at least one engine no later than 5,450 flight hours after the effective date of this directive.</li> </ul> <p><u>For TAY611-8C Engines:</u></p> <ul style="list-style-type: none"> <li>- on all engines at the next shop visit after the effective date of this directive when the module is disassembled for refurbishment or overhaul.</li> <li>- if both engines on an aircraft are affected on at least one engine no later than 6,800 flight hours since new.</li> </ul> <p><u>For TAY620-15, TAY620-15/20, TAY650-15 and TAY650-15/10 Engines:</u></p> <ul style="list-style-type: none"> <li>- on all engines at the next shop visit after the effective date of this directive when the module is disassembled for refurbishment or overhaul, but no later than 1<sup>st</sup> January 2015.</li> <li>- if both engines on the same aircraft are affected on at least one engine by 1<sup>st</sup> January 2011.</li> </ul> <p><u>For TAY651-54 Engines:</u></p> <ul style="list-style-type: none"> <li>- on all engines at the next shop visit after the effective date of this directive when the module is disassembled for refurbishment or overhaul, but no later than 8,200 flight hours after the effective date of this directive.</li> </ul>
Ref. Publications:	Rolls-Royce Deutschland Alert Service Bulletin TAY-72-A1653 Rev. 1 dated 05 October 2006 or a later approved revision.
Remarks :	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Method of Compliance (AMOCs) for this AD.</li> <li>2. The closing date for comments is 13 November 2006</li> <li>3. Enquiries regarding this PAD should be referred to the AD Focal Point – Certification Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a> .</li> <li>4. For any questions concerning the technical content of the requirements in this AD, please contact Rolls-Royce Deutschland Ltd &amp; Co KG, Eschenweg 11, 15827 Dahlewitz, GERMANY; Fax +49 (0) 33 7086 3356; Phone +49 (0) 33 7086 1768</li> </ol>