


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2006 – 0336</p> <p>Date: 13 November 2006</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.	
Type Approval Holder's Name : Rolls-Royce Deutschland Ltd & Co. KG	Type/Model designation(s): TAY611, TAY620, TAY650 and TAY651 series
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.	
ATA 72	ENGINE – HP COMPRESSOR VANES STAGES 4 TO 11 – INTRODUCTION OF A NEW SETTING PROCEDURE TO INCREASE THE MINIMUM VANE TIP CLEARANCE
Manufacturer(s):	Rolls-Royce Deutschland Ltd & Co. KG and Rolls-Royce plc
Applicability:	<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>
Reason:	<p>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.</p> <p>The requirements of CAA Netherlands AD NL-2005-014 R1 (EASA approval No. 2006-0017) applicable to Fokker Aircraft B.V. Model F28 Mark 0070 and Mark 0100 aircraft are superseded by this AD.</p>

Effective Date:	27 November 2006
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"> - on all engines at the next shop visit after the effective date of this directive when the module is disassembled for refurbishment or overhaul. - 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. <p><u>For TAY611-8C Engines:</u></p> <ul style="list-style-type: none"> - on all engines at the next shop visit after the effective date of this directive when the module is disassembled for refurbishment or overhaul. - if both engines on an aircraft are affected on at least one engine no later than 6,800 flight hours since new. <p><u>For TAY620-15, TAY620-15/20, TAY650-15 and TAY650-15/10 Engines:</u></p> <ul style="list-style-type: none"> - 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 not later than 01 January 2015. - if both engines on the same aircraft are affected on at least one engine before 01 January 2011. <p><u>For TAY651-54 Engines:</u></p> <ul style="list-style-type: none"> - 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. <p>Note: The revised setting procedure is planned to be incorporated into the next revision of the affected Engine Manuals.</p>
Ref. Publications:	Rolls-Royce Deutschland Alert Service Bulletin TAY-72-A1653 Revision 1 dated 05 October 2006 or a later approved revision.
Remarks :	<ol style="list-style-type: none"> 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. 2. This AD was posted as PAD 06-234 for consultation on 13 October 2006 with a comment period until 13 November 2006. No comments were received during the consultation period. 3. Enquiries regarding this PAD should be referred to the AD Focal Point – Certification Directorate, EASA. E-mail: ADs@easa.europa.eu . 4. For any questions 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; Facsimile +49 (0) 33 7086 3356.