


EASA	PROPOSED AIRWORTHINESS DIRECTIVE	
	<p>PAD No.: 07-100</p> <p>Date: 15 June 2007</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 plc		Type/Model designation(s): RB211 Trent 768-60, 772-60, 772B-60 and 772C-60
TCDS No: EASA E.042		
Foreign AD number: Not applicable		
Supersedure: None		
ATA 72	Engine – HP/IP Turbine Bearing Oil Vent Tube Restrictor – Inspection / Cleaning / Replacement	
Manufacturer(s):	Rolls-Royce plc	
Applicability:	Models RB211 Trent 768-60, 772-60, 772B-60 and 772C-60 engines inspected or modified prior to issue of this AD in accordance with: NMSB 72-AE302 rev 3 or earlier issue; NMSB 72-AE792 rev 2 or earlier issue; or IOR 72-E965. These engines are known to be installed on Airbus A330 series aeroplanes.	
Reason:	<p>In October 2003 an uncontained multiple Intermediate Pressure (IP) turbine blade release occurred on an RB211 Trent 700 series engine. The blade release was the result of an overspeed of the IP turbine rotor that was initiated by an internal fire in the HP/IP bearing chamber. Post incident analysis established that blockage of the HP/IP turbine bearing oil vent tube, due to oil coking, is a significant factor in the failure sequence.</p> <p>Further analysis has now identified that intervention actions that were introduced to address this problem may have increased the rate of carbon formation in the vent pipe. These intervention actions are believed to loosen carbon fragments which are subsequently released during engine running and could become caught down-stream in the vent flow restrictor. The resultant reduced vent pipe flow will then lead to accelerated carbon build up inside the pipe and increased likelihood of auto-ignition.</p> <p>This AD introduces a one-off inspection of the vent pipe restrictor across the fleet for all engines which have received previous intervention actions.</p>	

Effective Date:	TBD [14 days after final AD issue date]
Compliance/Action:	<p><u>VENT FLOW RESTRICTOR INSPECTION</u></p> <p>A. 05 modules which have had the internal vent tube heat shield removed at the outer position in accordance with Rolls-Royce IOR 72-E965, carry out the Action (part C. below) within 2 months of the Effective Date of this Airworthiness Directive.</p> <p>B. 05 modules which have been inspected in accordance with Rolls-Royce NMSB 72-AE792 rev 2 or earlier issue, or Rolls-Royce NMSB 72-AE302 rev 3 or earlier issue, carry out Action (part C. below) within 6 months of the Effective Date of this Airworthiness Directive.</p> <p>C. <u>Action:</u></p> <p>Inspect and clean or reject (as necessary) the HP/IP turbine bearing external (IPC ref 79-22-49-10-500) oil vent tube in accordance with Section 3 Accomplishment Instructions of Rolls-Royce Alert Non Modification Service Bulletin RB211-72-AF424 Revision 1 (or later approved revision).</p>
Ref. Publications:	Rolls-Royce Alert Non Mod Service Bulletin RB211-72-AF424 Revision 1 (or later approved revisions).
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 (AMOC) for this AD. 2. The closing date for comments is 28 June 2007. 3. Enquiries regarding this AD 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 plc. PO Box 31, Derby, DE24 8BJ, United Kingdom. Phone: +44 (0) 1332 242424, Fax: +44 (0) 1332 249936.