


EASA	PROPOSED AIRWORTHINESS DIRECTIVE
	<p>PAD No : 07-215</p> <p>Date: 29 November 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 Deutschland Ltd & Co KG	Type/Model designation(s) : Dart series Engines
TCDS Number :Germany (Luftfahrtbundesamt – LBA) Kennblatt Nrs. 7002; LBA 7023; LBA 7036; LBA 7037; LBA 7038; LBA 7039; LBA 7040 and LBA 7041	
Foreign AD :Not applicable	
Superseded: LBA Germany AD 2002-365, dated 12 December 2002.	
ATA 73	Engine Fuel & Control – Fuel Burner Flow Calibration Checks and Combustor Life Limitation(s)
Manufacturer(s):	Rolls-Royce plc; Rolls-Royce Aero Engines
Applicability:	<ul style="list-style-type: none"> - Dart 528-7E, 528D-7E, 529, 529-7E, 529-7H, 529-8E, 529-8H, 529-8X, 529-8Y, 529-8Z, 529D-7E, 529D-7H, 529D-8E, 529D-8H, 529D-8X, 529D-8Y and 529D-8Z engines, all serial numbers; - Dart 531, 532-2L, 532-2S, 532-7, 532-7L, 532-7N, 532-7P, 532-7R, 533-2, 534-2, 535-2, 535-7, 535-7R, 536-2, 536-2T, 536-7, 536-7P and 536-7R engines, all serial numbers; - Dart 542-4, 542-4K, 542-10, 542-10J, 542-10K, 543-10 and 543-10K engines, all serial numbers; - Dart 550-2 engines, all serial numbers; and - Dart 552-2, 552-7 and 552-7R engines, all serial numbers. <p>These engines are known to be installed on, but not limited to, Fokker F27 series aircraft, Maryland Aircraft Industries (formerly Fairchild) F-27 and FH-227 series aircraft, BAE Systems (Operations) Ltd (formerly British Aerospace; Hawker Siddeley) HS.748 series aircraft.</p> <p>Note: Engines on which Rolls-Royce modification 1946 has been incorporated via Service Bulletin (SB) Da72-533 are not affected by the requirements of this directive.</p>

Reason:	<p>In 2002, the Luftfahrtbundesamt (LBA) of Germany issued Airworthiness Directive (AD) 2002-365 to require calibration burner flow checks of Dart fuel burners due to high burner fuel flow variations. These variations, if not corrected, could cause damage to the engine, possibly resulting in an uncontained engine failure.</p> <p>Analyses have concluded that burner flow variation has no effect on High Pressure Turbine (HPT) discs of engines embodying Modification 1946 (SB Da72-533).</p> <p>For the reasons stated above, the present EASA AD requires the same actions as LBA AD 2002-365, which is superseded, without any change to technical content, but limits the applicability to engines that have not incorporated modification 1946 or SB Da72-533.</p>
Effective Date:	[TBD: 14 days after Final AD issue date]
Compliance:	After the effective date this AD, accomplish the checks and follow-up actions, as necessary, at the thresholds and within the time intervals and limits as indicated in, and in accordance with the instructions contained in Rolls-Royce SB Da73-A87 Revision 3 dated 19 November 2007.
Ref. Publications:	<p>Rolls-Royce Deutschland Ltd & Co KG SB Da73-A87 Revision 3.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
Remarks :	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can accept Alternative Methods of Compliance for this AD. 2. The closing date for comments is 27 December 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 Deutschland Ltd & Co KG Service Engineering, Eschenweg 11, D-15827 Blankenfelde-Mahlow, Germany; Telephone +49 (0) 33-7086 1768; Fax +49 (0) 33-7086 3615; Email: tech.help@rolls-royce.com or download the publication from https://www.aeromanager.com/