


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 08-111</p> <p>Date: 02 October 2008</p> <p>Note: This Proposed Airworthiness Directive (PAD) 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.</p>
<p>In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance / cancellation of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below. All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation closing date indicated.</p>	
<p>Type Approval Holder's Name :</p> <p>ROLLS-ROYCE PLC</p>	<p>Type/Model designation(s) :</p> <p>RB211 Trent 900 series engines</p>
<p>TCDS Number: EASA.E.012</p>	
<p>Foreign AD : Not applicable</p>	
<p>Supersedure: None</p>	
ATA 72	Engine – HP Turbine Nozzle Guide Vane (NGV) Convex Surface - Inspection
<p>Manufacturer(s): Rolls-Royce plc</p>	
<p>Applicability:</p>	<p>RB211 Trent 900 series engines, all marks.</p> <p>These engines are known to be installed on, but not limited to, Airbus A380 series aircraft.</p>
<p>Reason:</p>	<p>Evidence from development testing and flight test Trent 900 engines has identified cracking on some HP Turbine Nozzle Guide Vane (NGV) Convex Surfaces. Analysis of test data and review of the manufacturing process has revealed compounding effects that may contribute to a shortfall in component life and an increased likelihood of premature cracking in this region. Excessive cracking on the Convex Surface may lead to the release of NGV material or the blockage of Turbine gas flow. In either event there is a risk of fracture to the HP Turbine Blade.</p> <p>Not all NGV assemblies are affected. It is believed that the problem, if it exists, will manifest itself below 1000 cycles.</p> <p>Single release of HP Turbine Blade on more than one engine could result in multiple engine loss of power or In-Flight Shut Down (IFSD). Multiple releases of HP Turbine Blades on one engine could result in non-containment of high-energy debris. Both events present a potential unsafe condition to the aircraft.</p> <p>This Airworthiness Directive is published to require inspection of the HPT NGV Convex Surfaces and, depending on the results, subsequent corrective actions.</p>

Effective Date:	[TBD: 14 days after final AD issue date]
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>Prior to achieving 400 cycles from new, inspect the HPT NGV Convex Surfaces in accordance with the accomplishment instructions in section 3.A of Rolls-Royce RB211-Trent 900 Alert Non Modification Service Bulletin (NMSB) 72-AF995 Revision 1.</p> <p><u>If no damage is identified at first inspection:</u></p> <ul style="list-style-type: none"> - repeat inspections must be carried out at intervals less than 100 Cycles apart. - if repeat inspections reveal no damage at 1000 cycles revert to normal inspection maintenance as detailed in the Rolls-Royce RB211-Trent 900 Maintenance Planning Document (MPD). <p><u>If damage is identified:</u></p> <ul style="list-style-type: none"> - refer to the table in section 3.B. of Rolls-Royce RB211-Trent 900 Alert NMSB 72-AF995 Revision 1 for re-inspection intervals and rejection criteria.
Ref. Publications:	<p>Rolls-Royce RB211-Trent 900 NMSB 72-AF995 Revision 1, dated 30 September 2008.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
Remarks :	<ol style="list-style-type: none"> 1. This Proposed AD will be closed for consultation on 30 October 2008. 2. Enquiries regarding this PAD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail ADs@easa.europa.eu 3. For any question concerning the technical content of the requirements in this AD, please contact: Rolls-Royce plc., P.O. Box 31, Derby, DE24 8BJ, United Kingdom; Telephone: +44 (0) 1332 242424, Fax: +44 (0) 1332 249936; Email: tech.help@rolls-royce.com or download the publication from https://www.aeromanager.com