


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 10-065</p> <p>Date: 25 June 2010</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 700 and 800 series engines</p>
<p>TCDS Number : EASA E.042 and UK CAA 1051</p>	
<p>Foreign AD : Not applicable</p>	
<p>Supersedure : This AD supersedes for the RB211 Trent 700 and 800 series engines EASA AD 2007-0052 dated 23 February 2007 and corrected on 28 February 2007 which remains applicable to the RB211 Trent 500 series engines and has been revised accordingly.</p>	
ATA 72	Engine – Intermediate Pressure Compressor Shaft – Inspection
Manufacturer(s):	Rolls-Royce plc
Applicability:	<p>Models RB211 Trent 895-17, 892-17, 892B-17, 884-17, 884B-17, 877-17 and 875-17.</p> <p>These engines are known to be installed on, but not limited to, Boeing 777 series aeroplanes.</p> <p>Models RB211 Trent 768-60, 772-60, 772B-60 and 772C-60.</p> <p>These engines are known to be installed on, but not limited to, Airbus A330 series aeroplanes.</p>
Reason:	<p>Intermediate Pressure (IP) Compressor Rotor rear balance land have been found cracking on two in-service Trent 800 engines and on one in-service Trent 700 engine. The cracking has initiated from fretting marks caused by balance weights but the key factors behind the crack propagation are currently not fully understood.</p> <p>Stress analysis of the damage condition has shown that it presents a possible threat to the rotor integrity and consequential high energy non-contained debris, the phenomenon is therefore considered to be a potential unsafe condition.</p> <p>This AD requires inspections for cracks in the rear balance land of the IP</p>

	Compressor Rotor. This comprises on-wing borescope inspections and in-shop Eddy Current inspections.
Effective Date:	[TBD: 14 days after final AD issue date]
Required action(s) and Compliance Time(s):	<p>Required as indicated, unless already accomplished:</p> <p>(1) <u>INSPECTION ON-WING - Applicable to RB211-Trent 800</u></p> <p>Within 475 Flight Cycles (FC) after the effective date of this AD, inspect the IP Compressor rotor rear balance land for cracks and accomplish the associated corrective actions, in accordance with Rolls-Royce RB211 Propulsion System Alert Non Modification Service Bulletin (NMSB) RB211-72-AG264 section 3 "Accomplishment Instructions" applicable to "On-wing" inspection. Thereafter, repeat the inspection at intervals not to exceed 475 FC.</p> <p>(2) <u>INSPECTION ON-WING - Applicable to RB211-Trent 700:</u></p> <p>Within 625 FC after the effective date of this AD, inspect the IP Compressor rotor rear balance land for cracks and accomplish the associated corrective actions, in accordance with Rolls-Royce RB211 Propulsion System Alert NMSB RB211-72-AG270 section 3 "Accomplishment Instructions" applicable to "On-wing" inspection. Thereafter, repeat the inspection at intervals not to exceed 625 FC.</p> <p>(3) <u>INSPECTION IN-SHOP - Applicable to RB211-Trent 700 engines and Trent 800</u></p> <p>At each qualifying shop visit after the effective date of this AD, inspect the IP Compressor rotor rear balance land for cracks and accomplish the associated corrective actions, in accordance with Rolls-Royce RB211 Propulsion System Alert NMSB RB211-72-AG085 section 3 Accomplishment Instructions.</p> <p>Note 1: For the purpose of this AD, a qualifying shop visit is when the engine is sufficiently disassembled to expose the IP Compressor Module rear face.</p> <p>Note 2: Accomplishment of a shop visit inspection as required by paragraph (3) of this AD may substitute the accomplishment of an on-wing inspection as required by paragraph (1) and (2) of this AD.</p> <p>Note 3: Replacement of damaged part with a serviceable part does not constitute a terminating action for the repetitive inspections requirements of this AD.</p>
Ref. Publications:	<p>Rolls-Royce RB211 Propulsion System Non Modification Service Bulletin RB211-72-AG085 initial issue;</p> <p>Rolls-Royce RB211 Propulsion System Non Modification Service Bulletin RB211-72-AG264 Revision 2 ;</p> <p>Rolls-Royce RB211 Propulsion System Non Modification Service Bulletin RB211-72-AG270 Revision 1.</p> <p>The use of later approved revisions is acceptable for compliance with the requirements of this AD.</p>
Remarks :	<p>1. This Proposed AD will be closed for consultation on 23 July 2010.</p> <p>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.</p>

	<p>3. For any question concerning the technical content of the requirements in this PAD, please contact: Rolls-Royce plc. PO Box 31, Derby, DE24 8BJ, United Kingdom. Phone: +44 (0) 1332 242424, Fax: +44 (0) 1332 249936. Email: tech.help@rolls-royce.com or download the publication from https://www.aeromanager.com.</p>
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