

EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	PAD No.: 11-078 Date: 26 July 2011 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.
In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance 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.	
Type Approval Holder's Name : Rolls-Royce plc	Type/Model designation(s) : RB211-524 series engines
TCDS Number :	UK CAA No. 1046 and 1048
Foreign AD :	Not applicable
Supersedure :	None
ATA 73	Engine Fuel and Control – Full Authority Fuel Controller (FAFC) – Modification
Manufacturer(s):	Rolls-Royce plc
Applicability:	RB211-524G2-19, RB211-524G2-T-19, RB211-524G3-19, RB211-524G3 T-19, RB211-524H2-19, RB211-524H2-T-19, RB211-524H-36 and RB211-524H-T-36 engines, all Serial Numbers up to 13819 inclusive. These engines are known to be installed on, but not limited to, Boeing 747 and Boeing 767 series aeroplanes.
Reason:	Several instances of fan blade cracking have been reported. The results of the subsequent technical investigation concluded that the cracking was caused by fan blade flutter at certain engine settings during prolonged ground running. This condition, if not corrected, could affect the integrity of the fan blades, leading to cracking of multiple fan blades and could possibly result in release of uncontained high energy debris. To address this potential unsafe condition, Rolls Royce have developed modified FAFC software in order to ensure that the engine cannot experience prolonged running on ground at engine settings that would potentially jeopardise the integrity of the fan blades. For the reasons described above, this AD requires replacement of the FAFC with a modified FAFC, incorporating software modification at issue 17.

Effective Date:	[TBD: 14 days after AD issue date]
Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) Within 40 months after the effective date of this AD, modify the engine by installing an FAFC featuring software at issue 17 in accordance with paragraph 3 of the Accomplishment Instructions of Rolls-Royce Service Bulletin (SB) RB211-73-AG054, Revision 2. (2) Engines which have been modified, before the effective date of this AD, in accordance with previous revisions of Rolls-Royce SB RB211-73-AG054 are compliant with the requirement of paragraph (1) of this AD. (3) After modification of an engine as required by paragraph (1) of this AD, do not install an FAFC in an engine, unless the FAFC incorporates software at issue 17. (4) From the effective date of this AD, do not install an engine on an aeroplane unless the FAFC installed on that engine incorporates software at issue 17.
Ref. Publications:	Rolls-Royce SB RB211-73-AG054, Revision 2. The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.
Remarks :	1. This Proposed AD will be closed for consultation on 23 August 2011. 2. Enquiries regarding this PAD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail ADs@easa.europa.eu. 3. For any question concerning the technical content of the requirements in this PAD, please contact your designated Rolls-Royce representative or download the publication from your Aeromanager account at www.aeromanager.com. If you do not have a designated representative or Aeromanager account, please contact Corporate Communications at Rolls-Royce plc. PO Box 31, Derby, DE24 8BJ, United Kingdom, telephone: +44 (0) 1332 242424, or send an e-mail through http://www.rolls-royce.com/contact/civil_team.jsp identifying the correspondence as being related to Airworthiness Directives: