

EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	PAD No.: 12-107 Date: 10 August 2012 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.	
Design Approval Holder's Name: Rolls-Royce plc	Type/Model designation(s): RB211-524 and -535 Series Engines
TCDS Number: UK CAA TCDS No. 1043, 1044, 1046, 1048 and 1049	
Foreign AD: Not applicable	
Supersedure: None	
ATA 72	Engine – Front Combustion Liner Metering Panel – Inspection / Replacement
Manufacturer(s):	Rolls-Royce plc
Applicability:	RB211-524B-02, 524B2-19, 524B3-02, 524B4-02, 524C2-19, 524D4-19, 524D4-B-19 and 524D4-39, engines, all serial numbers, if Service Bulletin (SB) 72-7221 is embodied. These engines are known to be installed on, but not limited to, Boeing 747 series and Lockheed L1011 series aeroplanes. RB211-524G2-19, 524G3-19, 524H2-19 and 524H-36 engines, all serial numbers. These engines are known to be installed on, but not limited to, Boeing 747 and 767 series aeroplanes. RB211-535C, 535E4-37, 535E4-B-37 and 535E4-B-75 engines, all serial numbers. These engines are known to be installed on, but not limited to, Boeing 757 series and Tupolev 204 series aeroplanes.
Reason:	During investigation of a starting problem with an RB211-535E4-B-37 engine, the Fuel Spray Nozzles (FSN's) appeared misaligned and the engine was removed. Further investigation found that the FSNs were correctly positioned but that the Front Combustion Liner (FCL) metering panel (reference Engine Illustrated Parts Catalogue EIPC section 72-41-13, Figure/Item 02-324) was cracked and distorted. Laboratory investigation revealed that the FCL metering panel was of N75 material rather than the specified C263 material. SB 72-7221 was issued in 1984, to address the issue of cracking of FCL metering panel manufactured in N75 material. SB 72-7221 replaces the FCL metering panel manufactured in N75 material with one manufactured in C263 material. The FCL metering panel in so-called Phase 2 combustors of the RB211-524G/H and RB211-535C/E4/E4-B series engines was specified in

	C263 material from engine type at entry into service. Based on these findings, it was determined that installation of N75 material FCL metering panels on an engine where C263 was the intended material, may result in metering panel cracking and distortion. This condition, if not detected and corrected, could result in hot gas break out from the engine casing and potentially cause an uncontrolled fire. For the reasons described above, this AD requires inspection of FCL metering panels to determine their material and, depending on findings, replacement of panels with panels of correct material specification. Furthermore, this AD prohibits installation of FCL metering panels on an engine unless the subject FCL metering panel has been inspected and found to be of the correct material specification.
Effective Date:	[TBD: 14 days after final AD issue date]
Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) Except for engines on which Rolls-Royce Non-Modification Service Bulletin (NMSB) RB211-72-AF572 (at any revision) has already been carried out during a previous shop visit, at the next shop visit where access to the FCL metering panel is possible, or within 10 months after the effective date of this AD, whichever occurs first, inspect the FCL metering panel in accordance with the instructions of paragraph 3 Accomplishment Instructions of Rolls-Royce NMSB RB211-72-AG046 (for RB211-535 series engines) or Rolls-Royce NMSB RB211-72-AG0183 (for RB211-524 series engines), as applicable to engine type and model. (2) If, during the inspection as required by paragraph (1) of this AD, it is found that the FCL metering panel is made of N75 material, before release to service of the engine, replace the FCL metering panel with one that has been determined to have been made from C263 material. (3) From the effective date of this AD, do not install on any engine an FCL metering panel unless the FCL metering panel has been determined to have been made from C263 material.
Ref. Publications:	Rolls-Royce NMSB RB211-72-AG046 original issue dated 17 December 2009, or Revision 1 dated 16 May 2012. Rolls-Royce NMSB RB211-72-AG183 original issue dated 17 December 2009, or Revision 1 dated 16 May 2012. Rolls-Royce NMSB RB211-72-AF572 Revision 2 dated 2 April 2009. The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.
Remarks:	1. This Proposed AD will be closed for consultation on 07 September 2012. 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, or contact at Rolls-Royce plc. Corporate Communications, P.O. 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.