


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 12-140</p> <p>Date: 07 November 2012</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 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>	
Design Approval Holder's Name : ROLLS-ROYCE plc	Type/Model designation(s) : RB211 Trent 900 engines
TCDS Number : EASA.E.012	
Foreign AD : Not applicable	
Supersedure: None	
ATA 79	Engine Oil System – Fuel-to-Oil Heat Exchanger – Replacement [Time Between Overhaul]
Manufacturer(s):	Rolls-Royce plc
Applicability:	<p>RB211 Trent 970-84, 970B-84, 972-84, 972B-84, 977-84, 977B-84 and 980-84 engines, all serial numbers.</p> <p>These engines are known to be installed on, but not limited to, Airbus A380 aeroplanes.</p>
Reason:	<p>During a revenue service flight, a Trent 900 engine experienced increased N2 IP (intermediate pressure) vibrations, followed by an engine surge. The pilot shut down the engine, the aeroplane carried out an air turn-back, and a 3-engine landing was successfully performed. Subsequent investigation results revealed the presence of oil by-pass seal material from the Fuel-to-Oil Heat Exchanger (FOHE) in the restrictor hole of the Tail Bearing Housing (TBH) cover plate. The blocked restrictor hole causes oil starvation to the LP (low pressure) and IP location bearings.</p> <p>This condition, if not detected and corrected, could lead to LP location bearing damage, possibly resulting in uncontained engine failure and consequent damage to the aeroplane.</p> <p>For the reasons described above, this AD requires implementation of a time between overhaul (TBO), i.e. repetitive replacement of the affected FOHE with a new or overhauled FOHE unit.</p>
Effective Date:	[TBD: 14 days after final AD issue date]

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within the compliance time as indicated in Table 1 of this AD, as applicable, and thereafter at intervals not to exceed 5 000 engine hours (EH), replace the FOHE with a new or overhauled unit in accordance with instructions of Rolls-Royce Non-Modification Service Bulletin (NMSB) RB.211-79-AH031.</p> <p style="text-align: center;">Table 1 – FOHE Replacement</p> <table border="1" data-bbox="571 432 1444 790"> <tr> <th data-bbox="571 432 834 539">Engine condition, on the effective date of this AD:</th><th data-bbox="837 432 1444 539">Compliance Time:</th></tr> <tr> <td data-bbox="571 544 834 680">On-wing</td><td data-bbox="837 544 1444 680">Before exceeding 5 000 EH time since new (TSN) or time since overhaul (TSO), or within 500 EH after the effective date of this AD, whichever occurs later</td></tr> <tr> <td data-bbox="571 685 834 790">In-shop</td><td data-bbox="837 685 1444 790">Before release to service of the engine, If the FOHE has reached or exceeded 5 000 EH TSN or TSO,</td></tr> </table> <p>(2) From the effective date of this AD, do not install a FOHE on an engine, or an engine on an aeroplane, unless the FOHE has accumulated less than 5 000 EH TSN or TSO.</p>	Engine condition, on the effective date of this AD:	Compliance Time:	On-wing	Before exceeding 5 000 EH time since new (TSN) or time since overhaul (TSO), or within 500 EH after the effective date of this AD, whichever occurs later	In-shop	Before release to service of the engine, If the FOHE has reached or exceeded 5 000 EH TSN or TSO,
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<p>Ref. Publications:</p>	<p>Rolls-Royce Alert NMSB RB.211-72-AH031 dated 25 October 2012.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>						
<p>Remarks :</p>	<ol style="list-style-type: none"> 1. This Proposed AD will be closed for consultation on 05 December 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. If you do not have a designated representative or Aeromanager account, please contact Corporate Communications at Rolls-Royce plc, P.O. Box 31, Derby, DE24 8BJ, The United Kingdom. Telephone: +44 (0) 1332 242424, or email from http://www.rolls-royce.com/contact/civil_team.jsp identifying the correspondence as being related to Airworthiness Directives. 						