

EASA	NOTIFICATION OF A PROPOSAL TO CANCEL AN AIRWORTHINESS DIRECTIVE	
	PAD No.: 12-142-CN Date: 12 November 2012 Note: This Proposed Airworthiness Directive (PAD) Cancellation Notice (CN) 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 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.	
Design Approval Holder's Name: ROLLS-ROYCE plc		Type/Model designation(s): RB211 Trent 700 engines
TCDS Number: EASA.E.042		
Foreign AD: None		
Cancellation: This Notice proposes to cancel United Kingdom (UK) Civil Aviation Authority (CAA) AD 004-03-99 dated 22 March 1999.		
ATA 72	CANCELLED: Engine – High Pressure Compressor to High Pressure Turbine Joint Bolts – Inspection	
Manufacturer(s):	Rolls-Royce plc	
Applicability:	RB211 Trent 768-60 and 772-60 engines, all serial numbers up to 41057 inclusive, except those incorporating RR Modification (Mod.) 72-C491. These engines are known to be installed on, but not limited to, Airbus A330 aeroplanes.	
Reason:	During the late 1990's, Rolls-Royce (RR) identified the risk of failure for bolts in the joint between the high pressure compressor (HPC) pack and the high pressure turbine (HPT). This condition, if not detected and corrected, could lead to HP Stage 6 compressor disc damage and cracking, possibly resulting in an uncontained engine failure and consequent damage to the aeroplane and injury to occupants. To address this potential unsafe condition, RR published Non-Modification Service Bulletin (NMSB) RB.211-72-C729, applicable to pre-Mod. 72-C491 engines, which includes instructions to amend the vibration monitoring procedures, as well as the vibration acceptance standards. On 22 March 1999, the UK CAA issued AD 004-03-99, classifying RR NMSB RB.211-72-C729 as mandatory, requiring the monitoring of N3 vibration levels to detect bolt failure in the joint between the HPC pack and the HPT and the accomplishment of applicable corrections actions, depending on findings. Since that AD was issued, RR SB 72-C491, introducing an enhanced HPC	

	rotor shaft-to-HPT rotor disc retaining bolting, was classified as mandatory by CAA UK AD 004-10-99 in October 1999. Modification of an engine as required by AD 004-10-99 terminates the actions required by CAA UK AD 004-03-99 for that engine. For affected engines installed in aeroplanes registered in Europe, the compliance time for AD 004-10-99 (referencing RR SB 72-C491 Revision 1) expired on 30 June 2000. The results of a recent world-wide survey of shop visit reports confirm that all engines have been modified to incorporate RR SB 72-C491. After review of all available information, EASA have determined that the unsafe condition addressed by CAA UK AD 004-03-99 no longer exists and can no longer develop. For the reasons described above, this EASA AD Cancellation Notice proposes to cancel CAA UK AD 004-03-99.
Effective Date:	[TBD: same date as Final AD-CN issue date]
Required Action(s) and Compliance Time(s):	None
Ref. Publications:	Rolls-Royce NMSB RB.211-72-C729 dated 26 March 1999, or Revision 1 dated 16 April 1999. Rolls-Royce SB 72-C491 dated 20 March 1998, or Revision 1 dated 8 October 1999.
Remarks:	1. This PAD-CN will be closed for consultation on 10 December 2012. 2. Enquiries regarding this PAD-CN 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 this PAD-CN, 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.