


<b>EASA</b>	<b>NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE</b>
	<p><b>PAD No.: 13-084R1</b></p> <p><b>Date: 23 August 2013</b></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>	
<b>Design Approval Holder's Name:</b> ROLLS-ROYCE plc	<b>Type/Model designation(s):</b> RB211 Trent 800 engines
TCDS Number: United Kingdom No.1051	
Foreign AD: Not applicable	
Supersedure: None	
<b>ATA 72</b>	<b>Engine – Low Pressure Turbine Bearing Support and Exhaust Case Assembly – Inspection / Replacement</b>
<b>Manufacturer(s):</b>	Rolls-Royce plc
<b>Applicability:</b>	<p>RB211 Trent 875-17, 877-17, 884-17, 884B-17, 892-17, 892B-17 and 895-17 engines, all serial numbers, except those that have been reworked in accordance with Rolls-Royce Service Bulletin (SB) RB.211-72-G604.</p> <p>These engines are known to be installed on, but not limited to, Boeing 777 series aeroplanes.</p>
<b>Reason:</b>	<p>Rolls-Royce has identified that limitations in the drawing definition for the Trent 800 low pressure (LP) Turbine Bearing Support and Exhaust Case assembly (EIPC 72-52-51, 03-300, also known as the Tail Bearing Housing or TBH) may have resulted in thin wall section parts being delivered into service. Further analysis has concluded that under certain circumstances, the structural integrity of a thin walled part may be insufficient to withstand a fan blade failure event.</p> <p>This condition, if not detected and corrected, could, in case of fan blade failure, lead to a loss of integrity of the TBH and leave the engine unsupported at the rear mount, possibly resulting in damage to, or reduced control of, the aeroplane.</p> <p>Based on comments received, this PAD has been amended and is re-published for additional consultation.</p> <p>For the reasons described above, this AD requires identification and replacement or rework of certain known thin walled TBHs and inspection of the TBHs of all other engines.</p>

Effective Date:	[TBD: 14 days after Final AD issue date]								
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) At the next engine shop visit (for Serviceability, Check and Repair, Refurbishment or Overhaul), but not later than 30 June 2017, whichever occurs first after the effective date of this AD, identify the Part Number (P/N) and serial number (s/n) of the TBH installed on the engine and, if the P/N and s/n of TBH are as listed in Appendix 1 of this AD, before release to service of the engine, replace the TBH with a serviceable part in accordance with the instructions of Rolls-Royce Non-Modification Service Bulletin (NMSB) RB.211-72-AG644.</p> <p>Note 1: Rolls-Royce NMSB RB.211-72-AG644 identifies the s/n of Modules and engines in which the affected TBH are likely installed; see Figure 7 in that document.</p> <p>(2) For engines that do not have a TBH installed as identified in Appendix 1 of this AD, within the compliance time specified in Table 1 of this AD, as applicable, inspect the TBH in accordance with the instructions of Section 3, Part B, of Rolls-Royce NMSB RB.211-72-AG644.</p> <p style="text-align: center;">Table 1 – TBH Inspection</p> <table border="1"> <thead> <tr> <th colspan="2">Compliance Time, whichever occurs first, A, B or C</th></tr> </thead> <tbody> <tr> <td><b>A</b></td><td>During shop visit for those engines currently (on the effective date of this AD) in the shop where the affected part is exposed and substantial rebuild has not yet started</td></tr> <tr> <td><b>B</b></td><td>At the next refurbishment or Overhaul engine shop visit, or during any other shop visit where the module is sufficiently exposed to accomplish the inspection</td></tr> <tr> <td><b>C</b></td><td>Not later than 31 December 2020</td></tr> </tbody> </table> <p>(3) If, during the inspection as required by paragraph (2) of this AD, the TBH fails the inspection, before release to service of the engine, replace the TBH with a serviceable part.</p> <p>Note 2: A TBH that has been reworked in accordance with the instructions of Rolls-Royce Service Bulletin (SB) RB.211-72-G604 is considered a serviceable part for the purpose of the AD.</p>	Compliance Time, whichever occurs first, A, B or C		<b>A</b>	During shop visit for those engines currently (on the effective date of this AD) in the shop where the affected part is exposed and substantial rebuild has not yet started	<b>B</b>	At the next refurbishment or Overhaul engine shop visit, or during any other shop visit where the module is sufficiently exposed to accomplish the inspection	<b>C</b>	Not later than 31 December 2020
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<b>C</b>	Not later than 31 December 2020								
Ref. Publications:	<p>Rolls-Royce NMSB RB.211-72-AG644 original issue dated 30 April 2013.</p> <p>Rolls-Royce SB RB.211-72-G604 original issue dated 18 March 2013.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>								
Remarks:	<ol style="list-style-type: none"> <li>This Proposed AD will be closed for consultation on 06 September 2013.</li> <li>Enquiries regarding this PAD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>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 <a href="http://www.aeromanager.com">www.aeromanager.com</a>, 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 <a href="http://www.rolls-royce.com/contact/civil_team.jsp">http://www.rolls-royce.com/contact/civil_team.jsp</a> identifying the correspondence as being related to <b>Airworthiness Directives</b>.</li> </ol>								

## Appendix 1 – Part- and Serial Numbers of TBH affected by paragraph (1) of this AD

PART NUMBER	PART SERIAL NUMBER
FK31446	118-01
FK31446	209-01
FK31446	216-01
FK31446	232-01
FK32232	113-01
FK32085	268-01
FK32085	269-01
FK31446	022-01
FK31446	028-01