


<b>EASA</b>	<b>NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE</b>
	<p><b>PAD No.: 13-084</b></p> <p><b>Date: 19 June 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>	
<p><b>Design Approval Holder's Name:</b> ROLLS-ROYCE plc</p>	<p><b>Type/Model designation(s):</b> RB211 Trent 800 engines</p>
<p>TCDS Number: United Kingdom No.1051</p>	
<p>Foreign AD: Not applicable</p>	
<p>Supersedure: None</p>	
<b>ATA 72</b>	<b>Engine – Low Pressure Turbine Bearing Support and Exhaust Case Assembly – Inspection / Replacement</b>
<p>Manufacturer(s): Rolls-Royce plc</p>	
Applicability:	<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>
Reason:	<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, result in release of high energy debris and consequent damage to, or reduced control of, the aeroplane.</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]

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> <li>(1) For engines which have an LP turbine module (Module 08) installed, having one of the following Serial Numbers: FM0015, FM0032, FM0104, FM0114, FM9773, FM9922, FM9925, FM9950, FM9951: 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, replace the TBH with a serviceable part in accordance with the instructions of Rolls-Royce Non-Modification Service Bulletin (NMSB) RB.211-72-AG644.</li> <li>(2) For all other engines, 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.</li> </ol> <p style="text-align: center;">Table 1 – TBH Inspection</p> <table border="1" data-bbox="568 631 1388 945"> <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> <ol style="list-style-type: none"> <li>(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.</li> </ol> <p>Note: 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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<p>Ref. Publications:</p>	<p>Rolls-Royce NMSB RB.211-72-AG644 original issue dated 24 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>								
<p>Remarks:</p>	<ol style="list-style-type: none"> <li>1. This Proposed AD will be closed for consultation on 17 July 2013.</li> <li>2. 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>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 <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>								