


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 14-029</p> <p>Date: 04 February 2014</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 800 engines
TCDS Number:	EASA.E.047
Foreign AD:	Not applicable
Supersedure:	None.
ATA 73	Engine Fuel & Control – Engine Electronic Control – Software Update
Manufacturer(s):	Rolls-Royce plc (RR)
Applicability:	<p>RB211 Trent 875-17, 877-17, 884-17, 884B-17, 892-17, 892B-17 and 895-17 engines, all serial numbers.</p> <p>These engines are known to be installed on, but not limited to, Boeing 777 aeroplanes.</p>
Reason:	<p>Contrary to certification assumptions, RR Trent family service experience has shown the possible threat of intermediate pressure (IP) turbine overspeed in the event of IP shaft failure. In addition, several fire related failure modes have been identified that could lead to IP shaft failure.</p> <p>This condition, if not corrected, could lead to uncontained multiple turbine blade failures or an IP turbine disc burst, possibly resulting in damage to, and reduced control of, the aeroplane.</p> <p>Prompted by these findings, an Intermediate Pressure Turbine Overspeed System (IPTOS) protection scheme has been developed for Trent 800 engines installed on Boeing 777 aeroplanes.</p> <p>For the reasons described above, this AD requires introduction of the IPTOS protection function by installation of a new software standard (B7.2) in the engine electronic controller (EEC), which will protect against IP turbine overspeed when IP shaft failure is detected.</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>Note: Where in this AD, reference is made to an RR SB or NMSB with an 'A' (Alert) in the number, it should be recognised that an earlier or later revision may not have that 'A'. This kind of change does not effectively alter the publication references for the purpose of this AD.</p> <ol style="list-style-type: none"> (1) Within 12 months after the effective date of this AD, modify the engine by installing an EEC incorporating EEC software standard B7.2 in accordance with the instructions of RR Alert Service Bulletin (SB) RB.211-73-AH001. (2) Installation of an EEC incorporating a later standard of EEC software is acceptable to comply with the requirement of paragraph (1) of this AD. (3) After modification of an engine as required by paragraph (1) of this AD, do not install any EEC unit on that engine, unless the EEC software standard is B7.2 or higher.
<p>Ref. Publications:</p>	<p>Rolls-Royce Alert SB RB.211-73-AH001 dated 17 July 2013.</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 04 March 2014. 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. <p>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.</p>