


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>	
	<p><b>AD No.: 2013-0231R1</b></p> <p><b>Date: 10 June 2015</b></p> <p>Note: This Airworthiness Directive (AD) 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>This AD is issued in accordance with EU 748/2012, Part 21.A.3B. In accordance with EU 1321/2014 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [EU 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>		
<p><b>Design Approval Holder's Name:</b> Rolls-Royce Deutschland Ltd &amp; Co KG</p>	<p><b>Type/Model designation(s):</b> BR700-715 engines</p>	
<p>TCDS Number:</p>	<p>EASA.E.023</p>	
<p>Foreign AD:</p>	<p>Not applicable</p>	
<p>Revision:</p>	<p>This AD revises EASA AD 2013-0231 dated 24 September 2013.</p>	
<p><b>ATA 72</b></p>	<p><b>Engine – Low Pressure Compressor Case / Ice Impact Panels – Replacement</b></p>	
<p>Manufacturer(s):</p>	<p>Rolls-Royce Deutschland (RRD) Ltd &amp; Co KG.</p>	
<p>Applicability:</p>	<p>BR700-715A1-30, BR700-715B1-30 and BR700-715C1-30 engines, all manufacturer serial numbers.</p> <p>These engines are known to be installed on, but not limited to Boeing 717 aeroplanes.</p>	
<p>Reason:</p>	<p>Partial de-bonding of the low pressure compressor (LPC) case ice impact panels was reported during engine shop visit.</p> <p>This condition, if not corrected, could lead to ice impact panel de-bonding, resulting, in case of an impact event and release of particles, in blockage of the outlet guide vane and consequent potential loss of thrust or reduced fan flutter margin.</p> <p>To address this potential unsafe condition, RRD issued Alert Non Modification Service Bulletin (NMSB) SB-BR700-72-A900281 to provide instructions for replacement of the LPC case ice impact panels, using an improved repair method.</p> <p>Consequently, EASA issued AD 2013-0231 to require replacement of the LPC case ice impact panels.</p> <p>Since that AD was issued, RRD issued SB-BR700-72-101894 to introduce a new LPC case standard incorporating polysulphide as a filler for bonding of ice impact panels. RRD also issued Revision 1 of SB-BR700-72-A900281 to exclude from its applicability engines modified in accordance with RRD</p>	

	<p>SB-BR700-72-101894.</p> <p>For the reasons described above, this AD is revised to introduce an alternative method to replace the LPC case ice impact panels.</p>
Effective Date:	<p>Revision 1: 10 July 2015</p> <p>Original issue: 08 October 2013</p>
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within 12 500 engine flight cycles since last shop visit, or at the next shop visit after 08 October 2013 [the effective date of this AD at original issue], whichever occurs first, replace the four LPC case ice impact panels in accordance with the accomplishment instructions of RRD Alert NMSB SB-BR700-72-A900281.</p> <p>(2) Modification of an engine by replacement of the LPC Case in accordance with the instructions of RRD SB-BR700-72-101894 is an acceptable alternative method to comply with the requirements of paragraph (1) of this AD.</p>
Ref. Publications:	<p>RRD Alert NMSB SB-BR700-72-A900281 Initial Issue, dated 01 July 2013, or Revision 1, dated 07 April 2015.</p> <p>RRD SB-BR700-72-101894 original issue, dated 20 March 2015.</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>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. The original issue of this AD was posted on 20 August 2013 as PAD 13-123 for consultation until 17 September 2013. No comments were received during the consultation period.</li> <li>3. Enquiries regarding this AD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>4. For any question concerning the technical content of the requirements in this AD, please contact: Rolls-Royce Deutschland Ltd &amp; Co KG, Eschenweg 11, 15827 Dahlewitz, Germany Telephone: +49 (0) 33 7086 1200; Fax: +49 (0) 33 7086 1212 E-mail: <a href="mailto:RRDTechnicalHelpdesk@Rolls-Royce.com">RRDTechnicalHelpdesk@Rolls-Royce.com</a>.</li> </ol>