


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2014-0210</p> <p>Date: 19 September 2014</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 EC 2042/2003 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 [EC 2042/2003 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>Design Approval Holder's Name: ROLLS-ROYCE plc</p>	<p>Type/Model designation(s): RB211-524 engines</p>	
<p>TCDS Number: United Kingdom No. 1043</p>		
<p>Foreign AD: Not applicable</p>		
<p>Supersedure: None</p>		
ATA 72	Engine – Low Pressure Turbine Stage 3 Blades – Replacement (Life Limitation)	
<p>Manufacturer(s):</p>	<p>Rolls-Royce plc</p>	
<p>Applicability:</p>	<p>RB211-524B-02, RB211-524B-B-02, RB211-524B2-19, RB211-524B2-B-19, RB211-524B3-02, RB211-524C2-19 and RB211-524C2-B-19 engines, all serial numbers.</p> <p>These engines are known to be installed on, but not limited to, Boeing 747 series and Lockheed Martin Corporation L-1011 (TriStar) series aeroplanes.</p>	
<p>Reason:</p>	<p>Since 2006, a number of low pressure turbine (LPT) Stage 3 blade failures have been reported, each resulting in engine in-flight shut-down. Engineering analysis on those occurrences indicates that blades with an accumulated life of 11 000 flight cycles (FC) or more have an increased risk of failure.</p> <p>This condition, if not detected and corrected, could lead to release of LPT Stage 3 blade debris and consequent (partial or complete) loss of engine power, possibly resulting in reduced control of the aeroplane.</p> <p>To address this potentially unsafe condition, RR issued Alert Non-Modification Service Bulletin (NMSB) RB.211-72-AH790 to introduce a life limit for certain LPT Stage 3 blades.</p> <p>For the reasons described above, this AD requires implementation of the reduced life limit and replacement of the affected LPT Stage 3 blades that have already reached or exceeded 11 000 FC since new.</p>	
<p>Effective Date:</p>	<p>03 October 2014</p>	

<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 Mod, 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) Before each affected LPT Stage 3 blade exceeds 11 000 FC since new, or within 200 flight cycles (FC) after the effective date of this AD, whichever occurs later, replace each LPT Stage 3 blade Part Number (P/N) LK55386, P/N LK86483 or P/N LK86503, as applicable, with a serviceable part in accordance with the instructions of RR NMSB RB.211-72-AH790. (2) If, for any affected LPT blade, the accumulated FC cannot be determined, within 200 FC after the effective date of this AD, replace the blade with a serviceable part in accordance with the instructions of RR NMSB RB.211-72-AH790. (3) From the effective date of this AD, except as required by paragraphs (1) and (2) of this AD, before each LPT Stage 3 blade P/N LK55386, P/N LK86483 or P/N LK86503 exceeds 11 000 FC since new, replace each blade with a serviceable part. (4) From the effective date of this AD, do not install any LPT Stage 3 blade having P/N LK55386, P/N LK86483 or P/N LK86503 on an engine, unless it is determined that the affected blade has accumulated less than 11 000 FC since new.
<p>Ref. Publications:</p>	<p>Rolls-Royce NMSB RB.211-72-AH790 original issue dated 16 September 2014.</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. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, 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, United Kingdom. Telephone: +44 (0)1332 242424, or</p> <p>send an email from http://www.rolls-royce.com/contact/civil_team.jsp identifying the correspondence as being related to airworthiness directives.</p>