


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2014-0250</p> <p>Date: 19 November 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>	
TCDS Number:	United Kingdom No. 1043	
Foreign AD:	Not applicable	
Supersedure:	None	
<p>ATA 72</p>	<p>Engine – High Pressure Turbine Blades – Replacement (Life Limitation)</p>	
Manufacturer(s):	Rolls-Royce plc (RR)	
Applicability:	<p>RB211-524B4-02, RB211-524C2-19 and RB211-524D4-19 engines, all serial numbers, except those that embody RR Modification (MOD) 72-7730 in production, or were modified in service in accordance with RR Service Bulletin (SB) RB.211-72-7730.</p> <p>These engines are known to be installed on, but not limited to, Lockheed Martin Corporation L-1011 (TriStar) series and Boeing 747 series aeroplanes.</p>	
Reason:	<p>There were a number of pre-MOD/SB 72-7730 High Pressure Turbine (HPT) blade failures, with some occurring within a relatively short time. Engineering analysis carried out by RR on those occurrences indicates that certain pre-MOD/SB 72-7730 blades, Part Number (P/N) UL32958 and P/N UL21691 (hereafter referred to as 'affected HPT blade'), with an accumulated life of 6 500 flight hours (FH) since new or more, have an increased risk of in-service failure.</p> <p>This condition, if not corrected, could lead to HPT blade failure, release of 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-AH789 to introduce a life limit for the affected pre-MOD/SB 72-7730 HPT blades.</p> <p>For the reasons described above, this AD requires implementation of the reduced life limit and replacement of the affected HPT blades that have already reached or exceeded the reduced life.</p>	
Effective Date:	03 December 2014	

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <p>Note 1: 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> <p>(1) Within 2 months after the effective date of this AD, or before exceeding 6 500 FH accumulated by an affected HPT blade since first installation on an engine, whichever occurs later, replace each affected HPT blade with a serviceable blade in accordance with the instructions of RR NMSB RB.211-72-AH789.</p> <p>An affected blade where the accumulated FH cannot be determined must be replaced with a serviceable blade (see Note 2) within 2 months after the effective date of this AD.</p> <p>Note 2: For the purpose of this AD, a serviceable blade is one that is an affected blade that has not exceeded 6 500 FH since first installation on an engine, or a blade which is not an affected blade.</p> <p>(2) From the effective date of this AD, it is allowed to install an affected HPT blade on engine, or an engine with an affected HPT blade on an aeroplane, provided the blade is a serviceable blade (see Note 2) and, following installation, the affected HPT blade is replaced before exceeding 6 500 FH since first installation on an engine.</p>
<p>Ref. Publications:</p>	<p>Rolls-Royce NMSB RB.211-72-AH789 original issue dated 13 June 2014.</p> <p>Rolls-Royce SB RB.211-72-7730 original issue dated 17 June 1994.</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"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 20 October 2014 as PAD 14-153 for consultation until 17 November 2014. No comments were received during the consultation period. 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 e-mail through http://www.rolls-royce.com/contact/civil_team.jsp identifying the correspondence as being related to airworthiness directives.</p>