

Rolls Royce Turbine Engines - RB211 Series

AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/RB211/21 Amdt 1 and issues the following AD under subregulation 39.1 (1) of CAR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

**AD/RB211/21
Amdt 2**

Radial Drive Steady Bearing

7/2001

Applicability: RB211-535C-37, -535E4-37, -535E4-B-37 and -535E4-B-75 series engines not incorporating Rolls Royce Service Bulletin (SB) RB.211-72-C925 Revision 2.

Requirement:

1. Aircraft configuration: To ensure no aircraft is fitted with both engines incorporating pre SB 72-C925 bearings with a bearing time in service of concern, compliance is required with Rolls Royce SB RB.211-72-D176.
2. Oil filter inspection: To detect evidence of radial drive steady bearing failure, inspect the oil scavenge filter for evidence of bronze and/or bearing steel debris in accordance with Rolls Royce Service Bulletin RB.211-72-C815 Revision 3.
3. Bearing replacement: Remove from service any radial drive steady bearing, P/N LK76084, IPC 72-62-01 Fig/Item 01 260, identified with prefixes DLJO, DLJP, DLOQ, DLSK or DMBA in accordance with the procedures in Rolls Royce Service Bulletin RB.211-72-C930.

Note: UK CAA ADs' 004-12-99, 004-09-2000 and FAA AD 2000-09-14 refer.

Compliance:

1. Within 100 hours time in service from the effective date of this Directive.
2. From the effective date of this Directive.
3. From the effective date of this Directive.

This Amendment becomes effective on 12 July 2001.

Background: This Directive was originally issued to require a visual inspection of the oil scavenge filter for evidence of radial drive steady bearing debris indicating bearing failure may be imminent. This amendment provides a terminating action by limiting engines applicable to those incorporating a pre mod. 72-C925 bearing. This amendment also adds a requirement to ensure no aircraft is fitted with both engines incorporating pre SB 72-C925 bearings with a bearing time in service of concern.

COMMONWEALTH OF AUSTRALIA
CIVIL AVIATION SAFETY AUTHORITY
SCHEDULE OF AIRWORTHINESS DIRECTIVES

(Civil Aviation Regulations 1998), PART 39 - 106

The original issue of this Airworthiness Directive became effective on 7 October 1999.

Amendment 1 of this Airworthiness Directive became effective on 10 August 2000.



Eugene Paul Holzapfel
Delegate of the Civil Aviation Safety Authority

28 May 2001