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**AIRWORTHINESS DIRECTIVE**

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On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/RB211/27 Amdt 2 and issues the following AD under subregulation 39.001(1) of CASR 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.

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**Rolls Royce Turbine Engines - RB211 Series****AD/RB211/27  
Amdt 3****LP Compressor Fan Blades****12/2008**

**Applicability:** Rolls Royce RB211 - 524 G/H series engines as detailed in Rolls Royce Service Bulletin (SB) RB.211-72-C818 Revision 8.

**Requirement:** Ultrasonically inspect for cracks in the dovetail slots of the fan blades using the procedures detailed in Rolls Royce SB RB.211-72-C818 Revision 8.

Later revisions of Rolls Royce SB RB.211-72-C818 (post revision 8) are approved for use in the requirement and compliance sections of this AD provided the compliance intervals for the ultrasonic inspection do not exceed those detailed in Rolls Royce SB RB.211-72-C818 Revision 8.

*Note: UK CAA AD 007-10-99 refers.*

**Compliance:** As detailed in the compliance section of Rolls Royce SB RB.211-72-C818 Revision 8.

This Amendment becomes effective on 20 November 2008.

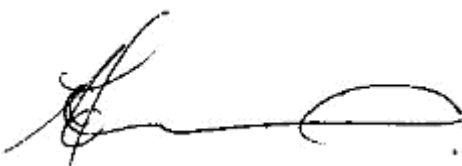
**Background:** This AD was issued to address loss of fan blades from an engine in-flight due to failure on the dovetail root bedding line. An ultrasonic inspection process is introduced for early detection of crack initiation.

This amendment makes reference to Revision 8 of the manufacturers SB.

Amendment 2 introduced an in-situ inspection process.

Amendment 2 of this AD became effective on 16 May 2002.

Amendment 1 of this AD became effective on 7 September 2000.



Charles Lenarcic  
Delegate of the Civil Aviation Safety Authority

3 October 2008