

Rolls Royce Turbine Engines - Spey Series

AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/RRT-S/13 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/RRT-S/13 Low Pressure Turbine Stage 2 NGV Seal Support 9/2000
Amdt 1**

Applicability: Rolls Royce Spey 555-15, -15H, -15N, and -15P engines.

Requirement: Modify low pressure turbine stage 2 nozzle guide vane and seal support assemblies in accordance with Rolls Royce Spey Service Bulletin Sp72-1053 Revision 3 (Mod 6403).

Note 1: CAA (UK) AD 008-08-97 also refers.

Note 2: Compliance with earlier revisions of SB Sp72-1053 satisfies the intent of this amendment to the AD.

Compliance: No later than 20 January 2001.

This amendment becomes effective on 7 September 2000.

Background: This Directive is prompted by reports of stiff rotors and engine seizure associated with thermally induced locking of stage 2 LPT nozzle guide vanes to the vane support and seal assembly, which can lead to the inability of the seal to centralise resulting in excessive eccentricity and unsatisfactory seal rubs or rotor seizure.

This amendment extends the compliance period.

The original issue of this Airworthiness Directive became effective on 26 March 1998.



Eugene Paul Holzapfel
Delegate of the Civil Aviation Safety Authority

31 July 2000