


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>	
	<b>AD No.: 2012-0234</b>	
	<b>Date: 06 November 2012</b>	
<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>		
<b>Design Approval Holder's Name:</b>		<b>Type/Model designation(s):</b>
Rolls-Royce Deutschland Ltd & Co KG		Tay 620-15 series engines
TCDS Number:	EASA.E.063	
Foreign AD:	Not applicable	
Supersedure:	None	
<b>ATA 72</b>	<b>Engine – Low Pressure Compressor / Rotor Blades – Inspection</b>	
Manufacturer(s):	Rolls-Royce plc	
Applicability:	<p>Tay 620-15/20 and Tay 620-15 engines, serial numbers 17085, 17088, 17166, 17072, 17073, 17078 and 17079.</p> <p>These engines are known to be installed on, but not limited to, Fokker F28 Mk.0070 and Fokker F28 Mk.0100 aeroplanes.</p>	
Reason:	<p>The Low Pressure Compressor (LPC) (fan) blades of certain Tay 620-15/20 and Tay 620-15 engines show evidence of excessive leading edge erosion. Excessive material removal during the maintenance reduces the LPC (fan) blade chordal width and potentially changes the balance of the fan blade. Reduced chordal width can affect LPC (fan) blade performance and in combination with other circumstances could lead to a fan blade root failure and fan blade separation.</p> <p>This condition, if not detected and corrected, could lead to the LPC (fan) blade failure, potentially causing release of high-energy debris, possibly resulting in damage to the aeroplane and/or injury to the occupants.</p> <p>To address this potential unsafe condition, Rolls Royce Deutschland (RRD) issued Alert Non-Modification Service Bulletin (NMSB) Tay-72-A1777, providing instruction for LPC (fan) blade inspection.</p> <p>For the reasons described above, this AD requires accomplishment of a one-time inspection of affected engine LPC (fan) blades, and depending on findings, repair or replacement with a serviceable part.</p>	

Effective Date:	08 November 2012
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> <li>(1) Before next flight after the effective date of this AD, accomplish a one-time inspection of the leading edge of the LPC (fan) blades and determine if erosion is evident in accordance with accomplishment instructions of RRD NMSB 72-A1777.</li> <li>(2) If, during the inspection as required by paragraph (1) of this AD, any erosion is detected, before next flight, repair the eroded leading edge in accordance with accomplishment instructions of RRD NMSB 72-A1777.</li> <li>(3) After a repair as required by paragraph (2) of this AD, before next flight, measure the repaired blade chordal width in accordance with accomplishment instructions of RRD NMSB 72-A1777. If the measured blade chordal width is outside the requirements as referenced in RRD NMSB 72-A1777, before next flight, replace the complete set of LPC (fan) blades with a serviceable set of LPC (fan) blades in accordance with accomplishment instructions of RRD NMSB 72-A1777.</li> <li>(4) Within 30 days after accomplishment of the measurement as required by paragraph (3) of this AD, provide, for all repaired blades, the actual chordal width measurement to RRD, Service Engineering.</li> </ol>
Ref. Publications:	<p>RRD Alert NMSB Tay-72-A1777 Initial issue, dated 26 October 2012.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>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.</li> <li>3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>4. For any question concerning the technical content of the requirements in this AD, please contact: Rolls-Royce Deutschland Ltd &amp; Co KG Eschenweg 11 - 15827 Dahlewitz – Germany Phone: +49 (0) 33 7086 1768 ; Fax: +49 (0) 33 7086 3356.</li> </ol>