


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2013-0142</p> <p>Date: 12 July 2013</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 Deutschland Ltd & Co KG</p>		<p>Type/Model designation(s): Tay 620, Tay 650 and Tay 651 engines</p>
TCDS Number:	EASA.E.063	
Foreign AD:	Not applicable	
Supersedure:	This AD supersedes EASA AD 2013-0086 dated 09 April 2013.	
ATA 75	Air – Air Control Regulator and Actuator / High Pressure Air Bleed Valve / Operating Mechanism – Inspection	
Manufacturer(s):	Rolls-Royce plc	
Applicability:	<p>Tay 620-15, Tay 620-15/20, Tay 650-15, Tay 650-15/10 and Tay 651-54 engines, all serial numbers.</p> <p>These engines are known to be installed on, but not limited to, Fokker F28 Mark 0070 and Mark 0100, and on Boeing 727 (STC-modified) series aeroplanes.</p>	
Reason:	<p>A review of the service history of Tay engines discovered that the High Pressure (HP) air bleed valve operating mechanism is exposed to excessive deterioration, influencing the aerodynamics and stability of the Low Pressure (LP) compressor (fan) rotor.</p> <p>This condition, if not corrected, could reduce fan flutter margin and, in some cases, could lead to multiple fan blade failures, possibly resulting in an uncontained release of high energy debris with consequent damage to, and/or reduced control of, the aeroplane.</p> <p>To address this potential unsafe condition, Rolls-Royce Deutschland Ltd & Co KG (RRD) issued Alert Non-Modification Service Bulletin (NMSB) TAY-75-A1784 to provide instructions for inspection of the HP air bleed valve operating mechanism for Tay 650-15 and Tay 650-15/10 engines. Consequently, EASA issued AD 2013-0086 to require implementation of a one-time inspection for the affected parts.</p> <p>Since that AD was issued, RRD issued NMSB TAY-75-A1784 Revision 1 to make the HP air bleed valve operating mechanism inspection also applicable</p>	

	<p>to Tay 620-15, Tay 620-15/20 and Tay 651-54 engines, due to similarity of installed HP air bleed valve operating mechanism failure cause and failure effect.</p> <p>For the reasons described above, this AD retains the requirements of AD 2013-0086, which is superseded, and expands the Applicability to Tay 620-15 and Tay 651-54 engines.</p>
Effective Date:	26 July 2013
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) For Tay 650-15 and 650-15/10 engines: Within 1 500 flight cycles (FC) after 23 April 2013 [the effective date of AD 2013-0086] inspect the HP air bleed valve operating mechanism in accordance with the instructions of RRD NMSB TAY-75-A1784. (2) For Tay 620-15, 620-15/20 and 651-54 engines: Within 1 500 FC after the effective date of this AD inspect the HP air bleed valve operating mechanism in accordance with the instructions of RRD NMSB TAY-75-A1784. (3) If, during the inspections as required by paragraph (1) or (2) of this AD, the measured torque, necessary to open and close the HP air bleed valve, is higher than the applicable values referenced in RRD NMSB TAY-75-A1784, before next flight, accomplish all corrective actions in accordance with RRD NMSB TAY-75-A1784. (4) For Tay 650-15 and Tay 650-15/10 engines, inspection and corrective action of an engine, accomplished before the effective date of this AD in accordance with the instructions of RRD Alert NMSB TAY-72-A1784 at initial issue, is acceptable to comply with the requirement of paragraphs (1) and (2) of this AD for that engine.
Ref. Publications:	<p>RRD Alert NMSB TAY-75-A1784 Revision 1 dated 30 May 2013.</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"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 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. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: Rolls-Royce Deutschland Ltd & Co KG Eschenweg 11 – 15827 Dahlewitz – Germany Tel. + 49 3370861200 (direct 1016) Fax + 49 3370861212. E-mail: RRDTechnicalHelpdesk@Rolls-Royce.com.