EASA	AIRWORTHINESS DIRECTIVE CANCELLATION NOTICE
	AD No.: 2012-0272-CN **Date: 21 December 2012** Note: This Airworthiness Directive (AD) Cancellation Notice (CN) 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.

Design Approval Holder's Name:	**Type/Model designation(s):**
ROLLS-ROYCE plc	RB211 Trent 700 engines

TCDS Number:	EASA.E.042
Foreign AD:	None
Cancellation:	This Notice cancels United Kingdom (UK) Civil Aviation Authority (CAA) AD No. 004-03-99 dated 22 March 1999.

ATA 72	**CANCELLED: Engine – High Pressure Compressor to High Pressure Turbine Joint Bolts – Inspection**
Manufacturer(s):	Rolls-Royce plc
Applicability:	RB211 Trent 768-60 and 772-60 engines, all serial numbers up to 41057 inclusive, except those incorporating RR Modification (Mod.) 72-C491. These engines are known to be installed on, but not limited to, Airbus A330 aeroplanes.
Reason:	During the late 1990's, Rolls-Royce (RR) identified the risk of failure for bolts in the joint between the high pressure compressor (HPC) pack and the high pressure turbine (HPT). This condition, if not detected and corrected, could lead to HP Stage 6 compressor disc damage and cracking, possibly resulting in an uncontained engine failure and consequent damage to the aeroplane and injury to occupants. To address this potential unsafe condition, RR published Non-Modification Service Bulletin (NMSB) RB.211-72-C729, applicable to pre-Mod. 72-C491 engines, which includes instructions to amend the vibration monitoring procedures, as well as the vibration acceptance standards. On 22 March 1999, the UK CAA issued AD 004-03-99, classifying RR NMSB RB.211-72-C729 as mandatory, requiring the monitoring of N3 vibration levels to detect bolt failure in the joint between the HPC pack and the HPT and, depending on findings, the accomplishment of applicable corrective actions. Since that AD was issued, RR SB 72-C491, which introduced an enhanced HPC rotor shaft-to-HPT rotor disc retaining bolting, was classified as mandatory by CAA UK AD 004-10-99 in October 1999. Modification of an engine as required by AD 004-10-99 terminates the actions required by CAA UK AD 004-03-99 for that engine.

	For affected engines installed on aeroplanes registered in Europe, the compliance time for AD 004-10-99 (referencing RR SB 72-C491 Revision 1) expired on 30 June 2000. The results of a recent world-wide survey of shop visit reports confirmed that all engines have been modified to incorporate RR SB 72-C491. After review of all available information, EASA have determined that the unsafe condition addressed by CAA UK AD 004-03-99 no longer exists and can no longer develop. For the reasons described above, this EASA AD Cancellation Notice cancels CAA UK AD 004-03-99.
Effective Date:	21 December 2012
Required Action(s) and Compliance Time(s):	None
Ref. Publications:	Rolls-Royce NMSB RB.211-72-C729 dated 26 March 1999, or Revision 1 dated 16 April 1999. Rolls-Royce SB 72-C491 dated 20 March 1998, or Revision 1 dated 8 October 1999.
Remarks:	1. This AD-CN was posted on 12 November 2012 as PAD 12-142-CN for consultation until 10 December 2012. No comments were received during the consultation period. 2. Enquiries regarding this AD-CN should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu. 3. For any question concerning the technical content of this AD-CN, please contact your designated Rolls-Royce representative, or download the publication from your Aeromanager account at www.aeromanager.com. If you do not have a designated representative or Aeromanager account, please contact **Corporate Communications** at **Rolls-Royce plc**, P.O. Box 31, Derby, DE24 8BJ, United Kingdom. Telephone: +44 (0) 1332 242424, or email from http://www.rolls-royce.com/contact/civil_team.jsp identifying the correspondence as being related to **Airworthiness Directives**.