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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/BR700/3 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 Germany Turbine Engines - BR700 Series****AD/BR700/3  
Amdt 1****LP Compressor Fan Disc Cracks****6/2005**

Applicability: Rolls Royce BR700-710A1-10 and BR700-710A2-20 engines.

Requirement:

1. Inspect the fan disc using the visual and/or ultrasonic methods in accordance with Rolls Royce Service Bulletin (S/B) SB-BR700-72-900229 Revision 6.
2. Inspect the fan disc using both the ultrasonic and visual method in accordance with Rolls Royce S/B SB-BR700-72-900229 Revision 6.

**Terminating Action**

Installation of a changed design fan disc in accordance with S/B-BR700-72-900229 Rev 6 constitutes terminating action to this Directive.

*Note: LBA AD 2000-348R6, approved by EASA Approval No 2005-2313 dated 11 March 2005 refers.*

Compliance: For Requirement 1:

**For Fan Discs Part Number (P/N) BRR18803 and P/N BRR19248:**

For engines with discs that have already shown compliance with Revision 3 or later of the reference document that used the visual technique; within 25 flight cycles from the effective date of this Directive and thereafter at intervals of 25 flight cycles from the previous inspection until an ultrasonic inspection is carried out, at which time the interval can increase to 75 flight cycles after the first repeat inspection.

For engines with discs that have already shown compliance with Revision 3 or later of the reference document that used the ultrasonic technique; within 75 flight cycles from the effective date of this Directive and thereafter at intervals of 75 flight cycles.

**For Fan Discs P/N BRR20791 installed in Engine Serial Numbers (S/N) prior to 11453(GV) and 12353(GX):**

For engines with discs that have already shown compliance with Revision 3 or later of the reference document that used the visual technique; within 25 flight cycles from the effective date of this Directive and thereafter at intervals of 25 flight cycles from the previous inspection until an ultrasonic inspection is carried out, at which time the interval can increase to 150 flight cycles after the first repeat inspection.

## Rolls Royce Germany Turbine Engines - BR700 Series

AD/BR700/3 Amdt 1 (continued)

For engines with discs that have already shown compliance with Revision 3 or later of the reference document that used the ultrasonic technique; within 150 flight cycles from the effective date of this Directive and thereafter at intervals of 150 flight cycles.

**For Fan Discs P/N BRR20791 installed in Engine S/N 11453(GV), S/N 12353(GX) and all subsequent engines, and P/N BRR20791 fan discs held as spares with a JAA form certificate dated on or after 1 January 2002:**

Initial inspection within 150 flight cycles since new.

**For Fan Discs P/N BRR20791 held as spares with a JAA Form One certificate date on or after 1 January 2002:**

Initial inspection within 150 flight cycles since new.

For Requirement 2:

**For all Fan Discs:**

At each "A" check.

This Amendment becomes effective on 9 June 2005.

Background: In service experience from the BR700-710 engine fleet has shown the possibility of fan disc cracks. Fan disc cracks can result in severe damage to the engine and potential hazard to the aircraft.

This amendment provides updates to the reference document and terminating action to the requirements by fitment of a new designed fan disc.

The original issue of this Directive became effective 2 October 2003.



James Coyne  
Delegate of the Civil Aviation Safety Authority

28 April 2005