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Rolls-Royce

P U B L I C A T I O N T R A N S M I T T A L

The technical information contained in this document has been approved under the authority of – See Planning Information, Approval.

Date Apr.17/18

RB211 524 G/H-T SERIES PROPULSION SYSTEMS NON-MODIFICATION SERVICE BULLETIN

ALERT

Printed in Great Britain

This document transmits the Initial Issue of Service Bulletin RB211-72-AJ985

Bulletin Initial Issue

Remove	Incorporate	Reason for change
	Pages 1 to 5 of the Service Bulletin	Initial Issue

CHECK THAT ALL PREVIOUS TRANSMITTALS HAVE BEEN INCORPORATED
If any have not been received please advise Customer Data Services, Rolls-Royce plc, Derby, England
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LIST OF EFFECTIVE PAGES

The effective pages to this Service Bulletin are as follows:

Page	Revision Number	Revision Date
Bulletin		
1		Apr.17/18
2		Apr.17/18
3		Apr.17/18
4		Apr.17/18
5		Apr.17/18

Printed in Great Britain

ENGINE - LP COMPRESSOR SHAFT - LIFE REDUCTION - NON-MODIFICATION SERVICE BULLETIN - MOD.72-AJ985

Printed in Great Britain

1. Planning Information

A. Effectivity

(1) Boeing 747

RB211-524G2-19, 524G2-19/11, 524G2-19/15, 524G2-T-19, 524G2-T-19/11, 524G2-T-19/15 Engines

RB211-524G3-19, 524G3-19/15, 524G3-T-19, 524G3-T-19/15 Engines

RB211-524H2-19, 524H2-19/11, 524H2-19/15, 524H2-T-19, 524H2-T-19/11, 524H2-T-19/15 Engines

(2) Boeing 767

RB211-524H-36, 524H-36/11 Engines

RB211-524H-T-36, 524H-T-36/11 Engines

B. Reason

(1) Problem

A number of LP Compressor Shafts (UL24833, EIPC 72-31-20, 01-170) were subject to local repairs by an Operator MRO. These repairs were subsequently deemed to be detrimental to the shaft capability and repairs ceased in 2000. A 1250 cycle life reduction was imposed by artificially aging those LP Compressor shafts known to have been repaired.

A further example of LP Compressor Shaft was identified in 2008 which had also been subject to the repair, but had not been identified during the initial investigation in 2000. This Shaft was also artificially aged, and all other LP Compressor Shafts that could have been repaired were subject to a temporary life reduction until the repair status could be confirmed.

The temporary life reduction was applied by reducing the component DSCL in the engine records, this could then be corrected when the shaft had been removed at shop visit, visually inspected to confirm it had not been repaired, and the engine records updated again to restore the Shaft DSCL.

Due to the retirement of the Operators fleet assets, not all engines were subject to the inspection prior to fleet redeployment and Engines were sold with the temporarily reduced DSCL Shaft life still in the engine records. Where possible the potentially repaired LP Compressor shafts have been investigated and all confirmed instances of repair status have been sentenced.

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However the history of some Shafts has not been determined and efforts to confirm the repair status from the MRO or engine records has not been possible in all cases. In order to ensure that the subject Shafts do not exceed the reduced life it is necessary to reduce the published declared safe cyclic life of those Shafts.

This Non-Modification Service Bulletin (NMSB) reduces the current declared cyclic life for the subject LP Compressor Shafts identified in 3.Accomplishment Instructions with immediate effect.

(2) Safety Intent

The Safety intent of this NMSB is to prevent exceedance of the LP Compressor Shaft reduced life following repair (or potential repair), which if not adhered too could lead to fracture of the LP Compressor shaft.

C. Description

This NMSB instructs 10 off LP Compressor Shafts (UL24833, EIPC 72-31-20, 01-170) identified in 3. Accomplishment Instructions as potentially being subject to an unauthorised repair, to be subject to a reduced Declared Safe Cyclic Life (DSCL) life of 10,500 cycles.

D. Compliance

ALERT

This Non Modification Service Bulletin is anticipated to be the subject of an EASA Airworthiness Directive.

This Non Modification Service Bulletin should be accomplished on all RB211-524G/H and -T engines within 1 month of receipt of this NMSB

E. Approval

The technical content of this Non-Modification Service Bulletin was approved under the authority of Design Organisation Approval EASA.21J.035 on Apr.13/18.

F. Manpower

(1) In shop

Not Affected

(2) On-wing

Not Affected

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G. Material Price and Availability

Not affected

H. Tooling Price and Availability

Not affected

I. References

Time Limits Manual Subtask 05-10-01-890-300

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2. Material Information

None

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3. Accomplishment Instructions

A. The DSCL for the LP Compressor Shafts is reduced for the following serial numbers only:

IPC Fig/Item No.	Part Number	Declared Life (Flight Cycles)
(72-31-20, 01-170)	UL24833	10,500

Serial Numbers							
PAVN1765	PAVN1853	PAVN2152	PAVN2157	PAVN2259	PAVN2636	PAVN2991	PAVN2992
PATH3121	PATH3113						

Time Limits Manual SUBTASK 05-10-01-890-300 (Config 1) and 05-10-01-890-325 (Config 2) will be amended to reduce the life of these components

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