



## Airworthiness Directive

**AD No.:** 2022-0110

**Issued:** 15 June 2022

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I, Part M.A.301 or Annex Vb Part ML.A.301, as applicable, 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 [Regulation (EU) 1321/2014 Annex I, Part M.A.303 or Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

### Design Approval Holder's Name:

ROLLS-ROYCE DEUTSCHLAND Ltd & Co KG

### Type/Model designation(s):

BR700-710 engines

**Effective Date:** 29 June 2022

**TCDS Number(s):** EASA.E.018

**Foreign AD:** Not applicable

**Supersedure:** None

## ATA 72 – Engine – Low Pressure Compressor Rotor (Fan) Disc – Inspection

### Manufacturer(s):

Rolls-Royce Deutschland Ltd & Co KG (RRD)

### Applicability:

BR700-710A1-10 engines, all serial numbers (s/n) up to 11504 inclusive;  
 BR700-710A2-20 engines, all s/n up to 12426 inclusive; and  
 BR700-710C4-11 engines, all s/n up to 15213 inclusive, having configuration standard 710C4-11 engraved on the engine data plate (RRD Service Bulletin (SB) SB-BR700-72-101466 not incorporated); and all s/n up to 15329 inclusive, having configuration standard 710C4-11/10 engraved on the engine data plate (RRD SB-BR700-72-101466 incorporated).

These engines are known to be installed on, but not limited to, Bombardier BD-700-1A10 and BD-700-1A11 aeroplanes, and Gulfstream GV (commercial designation G500) and GV-SP (commercial designation G550) aeroplanes.

### Definitions:

For the purpose of this AD, the following definitions apply:

**The NMSB:** RRD Alert Non-Modification Service Bulletin (NMSB) BR700-72-A900732.



**Affected part:** Low Pressure (LP) compressor rotor (fan) discs, having Part Number (P/N) BRR20791 or P/N FW33929, with LP compressor (fan) blades installed, having P/N FW33513, P/N FW33980, P/N FW33925, P/N FW34114, P/N FW34776, P/N FW42806, P/N FW42814 or P/N FW42815; and LP compressor rotor (fan) discs, having P/N BRR24829, with LP compressor (fan) blades installed, having P/N FW33513, P/N FW33980, P/N FW42806, P/N FW42814 or P/N FW42815.

**Serviceable part:** An affected part (with LP compressor (fan) blades installed) that is new (not previously installed); or an affected part that has not exceeded 500 flight hours (FH) or 150 flight cycles (FC) since new, or since it was last inspected in accordance with the instructions of the applicable RRD Engine Maintenance Manual (EMM), task 72-31-01-200-802; or an LP compressor rotor (fan) disc, eligible for installation, that is not an affected part.

### Reason:

Occurrences have been reported of finding cracks on certain LP compressor rotor (fan) discs.

This condition, if not detected and corrected, could lead to LP compressor rotor (fan) or blade failure, possibly resulting in high energy debris release, with consequent damage to, and reduced control of, the aeroplane.

To address this potential unsafe condition, RRD issued the NMSB to provide inspection instructions.

For the reason described above, this AD requires repetitive visual inspections of each affected part and, depending on findings, installation of a serviceable part, as defined in this AD. This AD also provides optional terminating actions for the inspections required by this AD.

### Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

#### Inspection(s):

- (1) Within the compliance time specified in Table 1 of this AD, as applicable, and, thereafter, at intervals not to exceed 500 FH or 150 FC, whichever occurs first, visually inspect the affected part in accordance with the instructions of section 3 of the NMSB.

Table 1 – Initial Visual Inspection of Affected Parts (see Note 1 of the AD)

FH / FC Accumulated	Compliance Time
500 FH or 150 FC, or less	Before exceeding 550 FH or 165 FC, whichever occurs first
More than 500 FH or 150 FC	Within 30 days after the effective date of this AD

Note 1: The FH and FC specified in Table 1 of this AD are those accumulated by the affected part since new, or since the last visual inspection of the affected part in accordance with the instructions of the applicable RRD EMM, task 72-31-01-200-802.

- (2) Before the initial inspection as required by paragraph (1) of this AD, inspect the front face of the affected part for dry film lubricant (DFL) coating and, if present, remove the DFL coating locally from the front face of the affected part in accordance with the instructions of section 3 of the NMSB. Following inspection of the affected part, do not re-apply DFL coating.



- (3) For an engine or module that, on the effective date of this AD, is in an engine shop, the initial inspection as required by paragraph (1) of this AD must be accomplished before release to service of that engine.

**Corrective Action(s):**

- (4) If, during any inspection as required by paragraph (1) of this AD, cracks (as specified in the NMSB) are detected, remove the affected part from service and, before next flight, or before release to service of the engine, as applicable, install a serviceable part, as defined in this AD.

**Terminating Action:**

- (5) Modification of an engine in accordance with the instructions of RRD SB-BR700-72-101474 (introducing LP compressor rotor (fan) disc, having P/N FW33927 and new blades); or in accordance with the instructions of RRD SB-BR700-72-101952 (introducing LP compressor rotor (fan) disc, having P/N KH22509 and new blades), constitutes terminating action for the repetitive inspections as required by this AD for that engine.

**Parts Installation:**

- (6) From the effective date of this AD, it is allowed to install on any engine an affected part, provided it is a serviceable part, as defined in this AD.

**Ref. Publications:**

RRD Alert NMSB BR700-72-A900732 original issue dated 07 June 2022.

The use of later approved revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.

**Remarks:**

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 EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the [EU aviation safety reporting system](#). This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.



5. For any question concerning the technical content of the requirements in this AD, please contact: Rolls-Royce Deutschland Ltd & Co KG, Eschenweg 11, Dahlewitz, 15827 Blankenfelde-Mahlow, Germany, Telephone: +49 (0) 33 7086 1200 or +49 (0) 33 7086 3500, E-mail: [dwthd@rolls-royce.com](mailto:dwthd@rolls-royce.com) or [DWOSD@rolls-royce.com](mailto:DWOSD@rolls-royce.com).

