Airworthiness Directive Cancellation Notice

AD No.: 2016-0247-CN

Issued: 06 September 2018

Note: This Airworthiness Directive (AD) Cancellation Notice (CN) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, 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:
ROLLS-ROYCE plc

Type/Model designation(s):
Trent XWB engines

Effective Date: 06 September 2018

TCDS Number(s): EASA.E.111

Foreign AD: Not applicable

Cancellation: This Notice cancels EASA Emergency AD 2016-0247-E dated 14 December 2016.

ATA 73 – CANCELLED: Engine Fuel & Control – P30 Sense Line Air Tube – Drainage / Inspection

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Manufacturer(s):
Rolls-Royce plc (RR)

Applicability:
RR Trent XWB-75, Trent XWB-79, Trent XWB-79B and Trent XWB-84 engines, all serial numbers.

These engines are known to be installed on, but not limited to, Airbus A350 aeroplanes.

Definitions:
For the purpose of this AD-CN, the following definitions apply:

Where, in this AD-CN, reference is made to a RR Service Bulletin (SB) or Non-Modification SB (NMSB) with an 'A' (Alert) in the number, it should be recognised that an earlier or later revision may not have that 'A'. This kind of change does not effectively alter the publication references for the purpose of this AD-CN.

The NMSB: RR Alert NMSB TRENT XWB 73-AJ578.

Reason:
RR previously introduced Alert NMSB TRENT XWB 73-AH925 to provide instructions for repetitive inspections of P30 sense line air tubes for water accumulation, but without any instructions to offset inspections on the other engine on the same aeroplane. Following a review of in-service

anomalous bleed valve fault messages, RR identified an error in the Engine Electronic Control (EEC) software that leads to failure of the EEC to accommodate a static P30 signal, which can occur as a result of an unusually high volume of frozen water inside the sense line air tube, possibly limiting thrust control of the engine. Unusually high volumes of water present in the P30 sense line air tubes occurring in both engines could result in a dual engine risk on an aeroplane. Initially, this was not mitigated by NMSB TRENT XWB 73-AH925.

This condition, if not detected and corrected, could result in reduced control of the aeroplane.

To address this potential unsafe condition, RR published the NMSB to introduce an offset of inspection between engines on the same aeroplane to prevent a common mode of loss of thrust control, and also to introduce additional measures to ensure that no potential air leakage paths can exist or develop which could exacerbate water accumulation as a result of previous inspections. Consequently, EASA issued Emergency AD 2016-0247-E to require a one-time on-wing inspection and drainage of the P30 sense line air tubes. That AD was considered an interim action.

Since that AD was issued, RR issued Alert SB TRENT XWB 73-AJ707, embodiment of which corrects the software error that would lead to failure of the EEC to accommodate a static P30 signal. It was recently determined that the operators of all 106 affected engines have embodied this software standard, or a later standard. With these measures in place, the unsafe condition addressed by EASA AD 2016-0247-E no longer exists and cannot develop on any engine.

For the reasons described above, this Notice cancels EASA Emergency AD 2016-0247-E.

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

None

Ref. Publications:

RR Alert NMSB TRENT XWB 73-AH925 original issue dated 22 December 2014, or Revision 1 dated 27 January 2016, or Revision 2 dated 15 December 2016, or Revision 3 dated 6 July 2017, or Revision 4 dated 16 May 2018.

RR Alert NMSB TRENT XWB 73-AJ578 original issue dated 12 December 2016.

RR Alert SB TRENT XWB 73-AJ707 original issue dated 23 December 2016.

Remarks:

1. This AD-CN was posted on 05 July 2018 as PAD 18-090-CN for consultation until 02 August 2018. No comments were received during the consultation period.

2. Enquiries regarding this AD-CN should be referred to the EASA Safety Information Section, Certification Directorate. 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 Rolls Royce Care account at https://customers.rolls-royce.com.

If you do not have a designated representative or Rolls Royce Care account, please contact **Corporate Communications** at **Rolls-Royce plc**, P.O. Box 31, Derby, DE24 8BJ, United Kingdom Telephone +44 (0)1332 242424,

or send an email through http://www.rolls-royce.com/contact/civil_team.jsp identifying the correspondence as being related to **Airworthiness Directives**.