

Notice to Suppliers



RB211-535E4-B-75 Tupolev Engines - End of Life Disposal

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Job Title: Supply Chain Project Manager
Business Unit: Services - Civil

NTS Number: 455
Issue: 1
Date: January 2019

For the attention of Managing Director, Operations Managers, Production Engineering Managers, Planning Managers & Logistics Managers.

Dear Sir or Madam,

Scope/Applicability:

All suppliers previously involved in component manufacture and supply of RB211-535-E4-B-75 (Tupolev) unique standard parts for Gas Turbine components from Rolls-Royce plants 1202 (Civil OE) and 1203 (Civil Aftermarket spares).

RB211-535E4B-75 key Salients

- Engine type is modified variant of RB211-535E4B-37 (Boeing 757) which remains actively in service.
- 505 unique engine BOM part numbers configured.
- 1st flight and certification in 1992.
- 1998-2002 a total of x8 Tupolev TU204 aircraft deliveries completed & new production ceased.
- 2017 Formal notification from operator ceasing all operations.

Introduction:

This NTS has been released as formal communication to make any potentially affected suppliers aware of the intent to remove operational support for RB211-535-B-75 mark of engine. **This change is limited to only those parts unique to this mark of engine** (part list supplied) and should not be confused with other marks of engine that remain actively in service.

Rolls-Royce has received notification that the primary operator of RB211-535E4-B-75 powered Tupolev Tu204 aircraft has ceased all RB211 engine operations and is seeking immediate retirement from service of such aircraft.

Rolls-Royce has reviewed its remaining product support obligations and concluded that it will cease support for the RB211-535E4-B-75 product type.

Rolls-Royce hereby provides notification that it has formally submitted a request to EASA to surrender the Engine Type Certificate for the RB211-535E4-B-75. Subject to this request being accepted by EASA, Rolls-Royce will cease all technical, spares and overhaul support and will withdraw all technical manuals. The notification period has now lapsed and accepted by EASA. Subsequent Type Certificate revocation by EASA anticipated mid/late-2019.

Continuing Rolls-Royce support of all other RB211-535 variants is unaffected by this notification. As part of this exercise it is required to ensure all supply chains are closed down and obligations closed out where appropriate.

Action Required:

- Cascade the contents of this NTS within your company / personnel – as necessary
- Take action as appropriate but limited to the parts affected by this unique engine type by considering but not limited to:-
 - Removal of parts from Open Contract agreements and any associated scheduling activity
 - Disposal of production materials – Inventory, Special to Product tooling and fixturing
 - Retention of documentation in line with SABRe 3 requirements
 - outlining minimum retention periods for category A and B documents
 - Requirements to Comply with AS/EN/JISQ 9100:2016 and/or AS/EN/SJAC 9110:2016
 - Notify Rolls-Royce of any liabilities / customer owned assets for review and disposition authorisation prior to undertaking any of the above
- Feedback - If you have any queries regarding the changes, please contact your local Supply Chain interface Manager for further details with all formal feedback to be completed by 28th Feb 2019

Timings

- July 2018 – Product Introduction Life Cycle (PILM) Gate 6.1 – end of life disposal gate review - Complete
- Oct 2018 – Notification of intent issued to EASA - Complete
- Dec 2018 – End of Notice period for feedback – Complete
- Jan 2019 – Notification of intent issued to Supply Chain
- 28th Feb 2019 – End of Notice period for feedback
- 21st December 2019 – Completion & closure of exercise

A list of associated parts can be found in the 'Downloads associated with the NTS' section of the NTS.

NTS Category:

General Information / Communication

Authorised by:

Louise Clark - Planning Control Executive,
Services - Mature Large Engines