Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 26-137

Issued: 12 November 2026

Note: This Proposed Airworthiness Directive (PAD) 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.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.
All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

Design Approval Holder's Name:
ROLLS-ROYCE DEUTSCHLAND Ltd & Co KG

Type/Model designation(s):
Trent 1000 engines

Effective Date: [TBD - standard: 14 days after AD issue date]

TCDS Number(s): EASA.E.036

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2025-0143 dated 08 July 2025.

ATA 72 – Engine – Low Pressure Compressor Blades – Inspection / Replacement

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Manufacturer(s):
Rolls-Royce plc

Applicability:
Trent 1000 engines, models Trent 1000-A, Trent 1000-AE, Trent 1000-C, Trent 1000-CE, Trent 1000-D, Trent 1000-E, Trent 1000-G and Trent 1000-H engines, all engine serial numbers (ESN); and
Trent 1000 engines, models Trent 1000-A2, Trent 1000-AE2, Trent 1000-C2, Trent 1000-CE2, Trent 1000-D2, Trent 1000-E2, Trent 1000-G2, Trent 1000-H2, Trent 1000-J2, Trent 1000-K2 and Trent 1000-L2 engines, all ESN.

These engines are known to be installed on, but not limited to, Boeing 787 aeroplanes.

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

The NMSB: Rolls-Royce Alert Non-Modification Service Bulletin (NMSB) TRENT 1000 72-AK965 Revision 4. Where, in this AD, reference is made to a Rolls-Royce modification (mod), Service Bulletin (SB) or NMSB with an 'A' (Alert) in the number, it should be recognised that an earlier or

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later revision may not have that 'A'. This kind of change does not effectively alter the publication references for the purpose of this AD.

Affected part: Low pressure (LP) compressor blades, having Part Number (P/N) FW61399 and a serial number (s/n) as identified in Table 1 or Table 2 of Appendix 1 of the NMSB, as applicable. Appendix 1 of the NMSB also identifies (for information only) the individual engines (ESN) where the affected parts were known to be installed on, at the time of NMSB issuance.

Serviceable part: Any LP compressor blade, eligible for installation in accordance with Rolls-Royce instructions, which is not an affected part, either new or service-used material (SUM); or an affected part which has passed an inspection (no defects found that would result in rejecting the blade) in accordance with the instructions of the NMSB; or an affected part accepted via a Rolls-Royce approved Technical Variance.

Groups:
Group 1 engines are those that have an affected part installed, which is listed in Table 1 of Appendix 1 of the NMSB and identified by note as "Introduced at initial issue" or "Introduced at Revision 1" or "Introduced at Revision 2" of the NMSB.

Group 2 engines are those that have an affected part installed, which is listed in Table 2 of Appendix 1 of the NMSB and identified by note as "Introduced at Revision 3" of the of the NMSB.

Group 3 engines are those that have an affected part installed, which is listed in Table 1 or Table 2 of Appendix 1 of the NMSB and identified by a note as "Introduced at Revision 4" of the of the NMSB.

Note 1: Depending on the engine configuration, an engine can belong to more Groups.

Group 4 engines are those that do not have an affected part installed.

Reason:
It was determined that the affected parts are at risk of cracking, due to incorrect dressing, which may have been performed on areas of low wall thickness and high localised internal stress level.

This condition, if not detected and corrected, could lead to release of uncontained high-energy debris, with consequent engine in-flight shut-down, possibly resulting in reduced control of, and/or damage to, the aeroplane.

To address this potential unsafe condition, Rolls-Royce issued NMSB TRENT 1000 72-AK965 at original issue to provide inspection instructions. Subsequently, Rolls-Royce issued Revision 1 of that NMSB and EASA issued AD 2023-0185 to require a one-time inspection of affected parts, and, depending on findings, replacement. That AD also regulated the (re)installation of affected parts. Later Rolls-Royce issued Revision 2 of the NMSB TRENT 1000 72-AK965 identifying additional population of the affected parts exposed to risk of cracking. Subsequently, EASA issued AD 2023-0201 to make the inspection applicable also to those additional blades.

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After that AD was issued, Rolls-Royce determined that additional affected parts are at risk of cracking and issued Revision 3 of the NMSB, expanding the population of affected parts by parts identified in Table 2 of Appendix 1 of the NMSB, and EASA issued AD 2025-0143 accordingly.

Since EASA AD 2025-0143 was issued, Rolls-Royce determined that additional affected LP compressor blades are exposed to the identified cracking risk and issued the NMSB. The NMSB expands the population of affected parts by adding 16 LP compressor blades requiring inspection and disposition, and identifies one previously inspected LP compressor blade for retrospective compliance credit.

For the reasons described above, this AD retains the requirements of EASA AD 2025-0143, which is superseded, and expands the population of affected parts.

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

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

Inspection:

(1) For Group 1 engines: Before exceeding the applicable inspection compliance date quoted in Table 1 of Appendix 1 of the NMSB, or within 30 days after 03 November 2023 [the effective date of EASA AD 2023-0185], whichever occurs later, inspect each affected part in accordance with the instructions of the NMSB (see Note 2 of this AD).

Note 2: “Each affected part”, as specified in paragraphs (1), (2) and (3) of this AD, must be understood as an affected part, which installation qualifies the engine as Group 1, Group 2 or Group 3, respectively.

(2) For Group 2 engines: Before exceeding the applicable inspection compliance date quoted in Table 2 of Appendix 1 of the NMSB, or within 30 days after 22 July 2025 [the effective date of EASA AD 2025-0143], whichever occurs later, inspect each affected part in accordance with the instructions of the NMSB (see Note 2 of this AD).

(3) For Group 3 engines: Before exceeding the applicable inspection compliance date quoted in Table1 or Table 2 of Appendix 1 of the NMSB as applicable, inspect each affected part in accordance with the instructions of the NMSB (see Note 2 of this AD).

Corrective Action:

(4) If, during the inspection as required by paragraph (1), (2) or (3) of this AD, as applicable, the condition of any affected part exceeds the acceptance criteria of the NMSB, or as an alternative to the inspection as required by paragraph (1), (2) or (3) of this AD, as applicable, before exceeding the inspection compliance date quoted in Table 1 or Table 2 of Appendix 1 of the NMSB, replace those affected parts with serviceable parts in accordance with the instructions of the NMSB.

Credit:

(5) Inspections and replacements of affected parts on an engine, accomplished before the effective date of this AD in accordance with the instructions of Rolls-Royce NMSB TRENT 1000 72-AK965

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at original issue or Revision 1, or Revision 2, or Revision 3 are acceptable to comply with the requirements of paragraphs (1), (2), (3) and (4) of this AD for those affected parts on that engine.

Part(s) Installation:

(6) For Group 1, Group 2, Group 3 and Group 4 engines: 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:

Rolls-Royce NMSB TRENT 1000 72-AK965 original issue dated 19 May 2023, or Revision 1 dated 01 August 2023, or Revision 2 dated 08 November 2023, or Revision 3 dated 09 May 2025.Revision 4 dated 02 November 2026.

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

Remarks:

1. This Proposed AD will be closed for consultation on 26 November 2026.

2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.

3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, 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 PAD 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.

4. For any question concerning the technical content of the requirements in this PAD, 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 https://www.rolls-royce.com/contact-us/civil-aerospace.aspx identifying the correspondence as being related to **Airworthiness Directives**.

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