

Airworthiness Directive

AD No.: 2020-0010

Issued: 24 January 2020

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, 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 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):

Trent 1000 engines

Effective Date: 30 January 2020

TCDS Number(s): EASA.E.036

Foreign AD: Not applicable

Supersedure: None

ATA 72 – Engine – De-Pairing Limitation
Manufacturer(s):

Rolls-Royce plc

Applicability:

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 serial numbers.

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-AK468. The NMSB has an 'A' (Alert) in the number, but a later revision may not have that 'A'. This kind of change does not effectively alter the publication references.

Affected part: Intermediate pressure compressor (IPC) modules.

Reason:

Occurrences have been reported of engine surges on certain Trent 1000 engines, particularly those that have accumulated a high number of flight hours (FH) and engine flight cycles (EFC). The investigation into the cause(s) of these events is on-going.

This condition, if not corrected, could lead to a dual engine surge, possibly resulting in a dual engine in-flight shut-down and consequent reduced control of the aeroplane.

To address this potential unsafe condition, Rolls-Royce published the NMSB to provide de-pairing instructions, reducing the risk of a dual surge event. Instructions for in-shop performance recovery are being developed. Prompted by some errors detected in Table 1 of the NMSB, Appendix 1 of this AD must be used instead. Rolls-Royce will revise the NMSB to correct those errors.

For the reasons described above, this AD requires de-pairing of the affected engines.

This AD is considered an interim action and further AD action may follow.

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

Required as indicated, unless accomplished previously:

De-pairing:

- (1) Within 30 days after the effective date of this AD, replace one engine on the aeroplane as specified in Appendix 1 of this AD and, thereafter, ensure that both engines installed on the aeroplane continue to meet the criteria specified in Appendix 1 of this AD.

Engine Installation:

- (2) From the effective date of this AD, it is allowed to install an engine on an aeroplane, provided that both engines installed on the aeroplane meet the criteria specified in Appendix 1 of this AD.

Ref. Publications:

Rolls-Royce Trent 1000 Alert NMSB 72-AK468 original issue dated 09 December 2019.

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. This AD was posted on 18 December 2019 as PAD 19-216 for consultation until 01 January 2020. The Comment Response Document can be found in the [EASA Safety Publications Tool](#), in the compressed (zipped) file attached to the record for this AD.
3. Enquiries regarding this AD should be referred to the EASA Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: 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](#).



5. For any question concerning the technical content of the requirements in this AD, 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**.

REVISSED



Appendix 1 – De-pairing Requirements / Limitations

EXAMPLE CONFIGURATIONS		
ENG POS 1*	ENG POS 2*	ACCEPTABLE / NOT ACCEPTABLE - DE-PAIR REQUIREMENTS
ABOVE 24 000 HRS or 8 000 EFC**	ABOVE 24 000 HRS or 8 000 EFC**	NOT ACCEPTABLE - DE-PAIR REQUIRED
ABOVE 24 000 HRS or 8 000 EFC**	BELOW 24 000 HRS AND 8 000 EFC BUT ABOVE 17 000 HRS or 5 500 EFC **	NOT ACCEPTABLE - DE-PAIR REQUIRED
ABOVE 24 000 HRS or 8 000 EFC**	BELOW 17 000 HRS AND 5 500 EFC	ACCEPTABLE - DE-PAIR NOT REQUIRED
ABOVE 24 000 HRS AND 8 000 EFC	BELOW 24 000 HRS AND 8 000 EFC	ACCEPTABLE - DE-PAIR NOT REQUIRED
*= ENGINE POSITIONS MAY BE REVERSED **= WHICHEVER OCCURS FIRST		

Note A1: The text highlighted **red** in the table above are the differences with Table 1 of the NMSB.

