



**Reason:**

In-service experience has shown that the affected parts may deteriorate, despite being subject to piece-part level inspections as specified in the current Rolls-Royce Trent 7000 Time Limits Manual, TLM T-T7000-1RR, Revision 9, Chapter 05-20.

This condition, if not detected and corrected, could lead to HPT blade failure, possibly resulting in engine in-flight shut-down (IFSD) and consequent reduced control of the aeroplane.

To address this potential unsafe condition, Rolls-Royce determined a flight cycle (FC) threshold and an on-wing borescope inspection method, and issued the NMSB accordingly.

For the reasons described above, this AD requires initial and repetitive inspections of the affected parts to detect axial cracking and, depending on findings, removal from service of the engine for in-shop replacement of the affected parts. This AD also requires implementation of a reduced life limit for the affected parts.

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

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

Required as indicated, unless accomplished previously:

**Inspection(s):**

- Before exceeding the compliance time as specified in Table 1 of this AD, as applicable, accomplish an on-wing borescope inspection of all affected parts in accordance with the instructions of Section 3.A of the NMSB.

Table 1 – Inspection Threshold(s) (see Note 1 of this AD)

<b>FC Accumulated</b>	<b>Compliance Time</b>
Less than 475 FC	Before exceeding 500 FC
475 FC or more	Within 25 FC the effective date of this AD

Note 1: Unless indicated otherwise, the FC specified in Table 1 and Table 2 of this AD are those accumulated by the engine since first flight, or since last in-service HPT blade set replacement, as applicable.

- Within the compliance time as specified in Table 2 of this AD, as applicable, and, thereafter, at intervals not to exceed 50 FC, accomplish an on-wing borescope inspection of all affected parts in accordance with the instructions of Section 3.A of the NMSB.

Table 2 – First Repeat Inspection Threshold(s) (see Note 1 of this AD)

<b>FC Accumulated</b>	<b>Compliance Time</b>
Less than 725 FC	Before exceeding 750 FC
725 FC or more	Within 25 FC the effective date of this AD



- (3) From the effective date of this AD, before next flight after IFSD of an engine on an aeroplane, if the accumulated life of the affected parts installed on the not-affected (no IFSD) engine of that aeroplane have exceeded 450 FC, accomplish an on-wing borescope inspection of all affected parts on that not-affected (no IFSD) engine in accordance with the instructions of Section 3.A of the NMSB.

**Corrective Action(s):**

- (4) If, during any inspection as required by paragraph (1), (2) or (3) of this AD, as applicable, any crack indication is found, within the compliance time specified in Table 3 of this AD, as applicable, remove the engine from service and, before release to service of that engine, replace the affected parts with a full set of serviceable parts, as defined in this AD.

Table 3 – Engine Removal from Service

Affected Part Finding(s)	Compliance Time
Cracks exceeding 4 mm (0.16 inch) in length	Before next flight
Cracks up to 4 mm (0.16 inch) in length	Within 10 FC after the inspection detecting crack(s)

**Life Limitation:**

- (5) Before the affected parts on an engine exceed 1 000 FC since new (first installation on an engine), remove the engine from service and, before release to service of that engine, replace the affected parts with a full set of serviceable parts, as defined in this AD.

Note 2: The HPT blade life limit as required by paragraph (5) of this AD cancels the inspection intervals as currently defined in the TLM.

**Credit:**

- (6) Inspection(s) and corrective action(s) on an engine, accomplished before the effective date of this AD in accordance with the instructions of Rolls-Royce Alert NMSB TRENT 1000 72-AK449 at Revision 1, are acceptable to comply with the initial requirements of paragraphs (1), (2) and (3) of this AD, as applicable, for that engine.

**Terminating Action:**

- (7) None.

**Ref. Publications:**

Rolls-Royce Alert NMSB TRENT 1000 72-AK449 original issue dated 24 October 2019, or Revision 1 dated 12 December 2019, or Revision 2 [to be issued].

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 12 July 2021.



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

