



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

**Serviceable part:** An LP compressor blade, eligible for installation, 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 a part accepted via a Rolls-Royce approved Technical Variance.

**Groups:** Group 1 engines are those that have an affected part installed. Group 2 engines are those that do not have an affected part installed.

**Reason:**

It has been determined that the affected parts are at risk of cracking, due to incorrect dressing, potentially performed on areas of low wall thickness and high localised internal stress level.

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

To address this potential unsafe condition, Rolls-Royce issued the NMSB, as defined in this AD, providing inspection instructions. Since PAD 23-084 was issued, Rolls-Royce issued Revision 1 of NMSB TRENT 1000 72-AK965 (the NMSB, as redefined in this revised PAD), introducing more affected parts (s/n) and adding inspection compliance dates.

For the reason described above, this PAD is revised to include reference to the instructions of the NMSB, proposing to require a one-time inspection of all affected parts, and, depending on findings, replacement. This PAD also proposes to regulate the (re)installation of affected parts.

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

Required as indicated, unless accomplished previously:

**Inspection:**

- (1) For Group 1 engines: Before exceeding the applicable inspection compliance date quoted in Appendix 1 of the NMSB, or within 30 days after the effective date of this AD, whichever occurs later, inspect each affected part in accordance with the instructions of the NMSB.

**Corrective Action:**

- (2) If, during the inspection as required by paragraph (1) of this AD, 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) of this AD, as applicable, before exceeding the inspection compliance date quoted in Appendix 1 of the NMSB, or within 30 days after the effective date of this AD, whichever occurs later, replace the affected parts with serviceable parts in accordance with the instructions of the NMSB.



**Part(s) Installation:**

- (3) For Group 1 and Group 2 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 TRENT 1000 Alert NMSB 72-AK965 original issue dated 19 May 2023 and Revision 1 dated 01 August 2023.

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 14 September 2023.
2. The original issue of this PAD was posted on 07 July 2023 as PAD 23-084 for consultation until 21 July 2023. 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 PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto: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 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.
5. 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**.

