

The TLM: Rolls-Royce RB211 Trent 800 engines Time Limits Manual (TLM) T-TRENT-2RR Revision 59 dated 07 February 2025, module 05-10-01-800-801 (Critical and Critical Group A Parts Lives) and module 05-20-01-800-801 (Critical Group A Parts Mandatory Inspections).

The AMP: The Aircraft Maintenance Programme (AMP) contains the tasks on the basis of which the scheduled maintenance is conducted to ensure the continuing airworthiness of each operated aircraft. For engines installed on aircraft operated under EU regulations, the operator or the owner ensures compliance with the AMP as stipulated in Commission Regulation (EU) [1321/2014](#).

New and/or more restrictive tasks and limitations: This includes all tasks and limitations that are new and all tasks for which a threshold or interval was reduced, which were introduced into the TLM, as defined in this AD, since the previous TLM revision that is currently incorporated in the AMP.

Reason:

The airworthiness limitations and/or certification maintenance instructions for Rolls-Royce RB211 Trent 800 engines, which are approved by EASA, are currently defined and published in the Rolls-Royce RB211 Trent 800 engines TLM document(s). These instructions have been identified as mandatory for continued airworthiness.

Failure to accomplish these instructions could result in an unsafe condition.

Previously, EASA grandfathered and adopted UK CAA AD G-2003-0003. Later EASA issued AD 2007-0003R1, AD 2007-0004, AD 2012-0051 and AD 2016-0223 to require actions addressing several unsafe conditions originating from potential failure of various rotating and/or critical engine parts.

Since adoption and issuing of the above-mentioned CAA-UK and EASA ADs, Rolls-Royce issued the TLM, as defined in this AD, incorporating all the applicable tasks and limitations from Rolls-Royce RB211 Trent 800 engines TLM T-TRENT-2RR at earlier revision(s), as well as all the requirements from UK CAA AD G-2003-0003 and EASA AD 2007-0003R1, AD 2007-0004, AD 2012-0051 and AD 2016-0223.

For the reason described above, this AD supersedes UK CAA AD G-2003-0003 (later corrected) and EASA AD 2007-0003R1 (later corrected), AD 2007-0004, AD 2012-0051 and EASA AD 2016-0223, because they become obsolete after incorporation of all their requirements into the TLM, and requires accomplishment of the actions and limitations specified in the TLM.

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:

Maintenance Tasks and Replacement of Life Limited Parts:

(1) From the effective date of this AD, accomplish the following actions, as specified in the TLM, as applicable to engine model and depending on engine configuration:

(1.1) Replace each component before exceeding the applicable life limit, and



(1.2) Within the thresholds and intervals accomplish all applicable maintenance tasks.

Corrective Action(s):

(2) In case of finding discrepancies (as defined in the TLM) during accomplishment of any task as required by paragraph (1) of this AD, within the compliance time specified in the TLM, accomplish the applicable corrective action(s) in accordance with the applicable Rolls-Royce maintenance documentation. If no compliance time is identified in the TLM, accomplish the applicable corrective action(s) before next flight. If a detected discrepancy is not identified in the TLM, before next flight, contact Rolls-Royce for approved instructions and accomplish those instructions accordingly.

AMP Revision:

(3) Within 12 months after the effective date of this AD, revise the approved AMP by incorporating the limitations, tasks and associated thresholds and intervals described in the TLM, as applicable to engine model and depending on engine configuration.

Credit:

(4) If, before the effective date of this AD, the AMP has been revised to incorporate the maintenance tasks and life limitations as specified in the previous TLM revision, that action ensures the continued accomplishment of those tasks and limitations.

Consequently, for an engine to which that AMP applies, it is acceptable to accomplish the new and/or more restrictive tasks and limitations as specified in the TLM, as applicable to engine model and depending on engine configuration, within the compliance times as specified in the TLM, to comply with paragraph (1) of this AD.

For that AMP, it is acceptable to incorporate the new and/or more restrictive tasks and limitations as specified in the TLM, as applicable to engine model and depending on engine configuration, into the AMP to comply with paragraph (3) of this AD.

Recording AD Compliance:

(5) When the AMP of an aircraft has been revised as required by paragraph (3) or (4) of this AD, as applicable, that action ensures continued accomplishment of the tasks and limitations as required by paragraphs (1) and (2) of this AD for that aircraft. Consequently, after revising the AMP, as required by paragraph (3) or (4) of this AD, as applicable, it is not necessary that accomplishment of individual action is recorded for demonstration of AD compliance on a continued basis.

Ref. Publications:

Rolls-Royce RB211 Trent 800 engines TLM T-TRENT-2RR Revision 59 dated 07 February 2025.

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 28 March 2025.



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 E-mail through <https://www.rolls-royce.com/contact-us/civil-aerospace.aspx>, identifying the correspondence as being related to **Airworthiness Directives**.

