



## Notification of a Proposal to issue an Airworthiness Directive

**PAD No.:** 25-063

**Issued:** 15 April 2025

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 of 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:** **Type/Model designation(s):**

ROLLS-ROYCE DEUTSCHLAND Ltd & Co KG Trent XWB engines

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

**TCDS Number(s):** EASA.E.111

**Foreign AD:** Not applicable

**Supersedure:** This AD supersedes EASA AD 2024-0065 dated 08 March 2024 and EASA AD 2024-0116 dated 21 June 2024.

### ATA 05 – Time Limits / Maintenance Checks – Time Limits Manual / Maintenance Programme – Amendment

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**Manufacturer(s):**

Rolls-Royce plc

**Applicability:**

Trent XWB-75, Trent XWB-79, Trent XWB-79B, Trent XWB-84 and Trent XWB-97 engines, all serial numbers.

**Definitions:**

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

**The TLM:** Rolls-Royce Trent XWB Time Limits Manual (TLM) PCM-TRENTXWB-K0680-TIME0-01, Revision 061 dated 01 April 2025:

For Trent XWB-75, Trent XWB-79, Trent XWB-79B and Trent XWB-84 engines:

Module Airworthiness Limitations (Mandatory Parts Lives) TRENTXWB-A-05-10-01-00A01-030A-D,  
Module Airworthiness Limitations (Mandatory Inspections) TRENTXWB-A-05-20-01-00A01-030A-D.



For Trent XWB-97 engines:

Module Airworthiness Limitations (Mandatory Parts Lives) TRENTXWB-B-05-10-01-00A01-030A-D,  
Module Airworthiness Limitations (Mandatory Inspections) TRENTXWB-B-05-20-01-00A01-030A-D.

These engines are known to be installed on, but not limited to, Airbus A350 aeroplanes.

**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 Section instructions for Trent XWB engines, which are approved by EASA, are currently defined and published in the Rolls-Royce Trent XWB TLM PCM-TRENTXWB-K0680-TIME0-01 document. These instructions have been identified as mandatory for continued airworthiness.

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

Previously, EASA issued AD 2024-0065, applicable to the Trent XWB-97 engines to require accomplishment of the instructions specified in Rolls-Royce Trent XWB TLM PCM-TRENTXWB-K0680-TIME0-01 Revision 56, and issued AD 2024-0116, applicable to the Trent XWB-75, Trent XWB-79, Trent XWB-79B and Trent XWB-84 engines to require accomplishment of the instructions specified in Rolls-Royce Trent XWB TLM TRENTXWB-K0680-TIME0-01, Revision 57.

Since those ADs were issued, Rolls-Royce issued the TLM, as defined in this AD, introducing for Trent XWB-97 engines changes to the inspection of the engine mount pin and thrust strut, and for Trent XWB-75, Trent XWB-79, Trent XWB-79B and Trent XWB-84 engines new engine mount pin inspections. Additionally, the TLM incorporates for Trent XWB-97 engines amended inspections for the revised IP8 pipes, an additional Part Number for the high pressure turbine disc, in both, the 'Mandatory Part Lives' and 'Mandatory Inspections' modules of the TLM, along with an update of the Direct Accumulation Counting (DAC) Data.

For the reason described above, this AD supersedes EASA AD 2024-0065 and AD 2024-0116 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:



**Mandatory Inspections 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;
  - (1.2) Within the thresholds and intervals, accomplish all applicable maintenance tasks, and
  - (1.3) Ensure that the DAC tables, shown in the DAC life-usage calculator (LUC) tool, match the applicable DAC data files specified in the TLM.

**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 approved 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 instructions as specified in a previous revision of TLM PCM-TRENTXWB-K0680-TIME0-01, that action ensures the continued accomplishment of those task and limitations.

Consequently, for an aircraft 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 only 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 Trent XWB TLM PCM-TRENTXWB-K0680-TIME0-01, Revision 061 dated 01 April 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 13 May 2025.
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 E-mail through <https://www.rolls-royce.com/contact-us/civil-aerospace.aspx> identifying the correspondence as being related to **Airworthiness Directives**.

