



Notification of a Proposal to cancel an Airworthiness Directive

PAD No.: 26-041-CN

Issued: 30 March 2026

Note: This Proposed Airworthiness Directive (PAD) Cancellation Notice (CN) 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 cancellation 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:

ROLLS-ROYCE DEUTSCHLAND Ltd & Co KG

Type/Model designation(s):

Trent 1000 engines

Effective Date: [TBD - standard: same as AD-CN issue date]

TCDS Number(s): EASA.E.036

Foreign AD: Not applicable

Cancellation: This PAD-CN proposes to cancel EASA AD 2015-0233 dated 04 December 2015.

ATA 72 – CANCELLED: Engine – Intermediate Pressure Turbine Blade Rear Seal Fins – Inspection

Manufacturer(s):

Rolls-Royce plc (RR)

Applicability:

Trent 1000-A, Trent 1000-C, Trent 1000-D, Trent 1000-E, Trent 1000-G, Trent 1000-H, Trent 1000-AE and Trent 1000-CE engines, serial numbers 10062, 10067, 10081, 10099, 10146, 10154, 10162, 10166, 10172, 10186 and 10195.

These engines are known to be installed on, but not limited to, Boeing 787 aeroplanes.

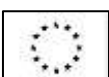
Definitions:

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

None.

Reason:

Intermediate pressure turbine (IPT) Blades with missing rear seal fins have been reportedly found on Trent 1000 engines in-shop and on-wing. The fins were released during engine running. The



release of a fin during engine running may cause secondary impact damage to the rear of the IPT and to the low-pressure turbine.

This condition, if not detected and corrected, could lead to engine power loss and consequent in-flight shut-down, possibly resulting in reduced control to the aeroplane.

To improve the understanding of this issue, RR published Non-Modification-Service-Bulletin (NMSB) TRENT 1000 72-J125 to provide inspection instructions for a sample of 7 engines. To ensure that these engines were inspected, EASA issued AD 2015-0222 to require a one-time borescope inspection of the affected engines, removal from service of engines where seal fin damage or loss is detected, and the reporting of all findings to RR.

After that AD was issued, based on a revised process to predict seal fin damage or release, RR issued NMSB TRENT 1000 72-J125 Revision 1, adding four (4) engines to the sample group. Consequently, EASA issued AD 2015-0233 which superseded and retained the requirements of EASA AD 2015-0222 and expanded the Applicability.

Since that AD was issued, RR has confirmed that all affected engines either had the one-time borescope inspection required by AD 2015-0233 accomplished and, depending on findings were corrected; or were modified to incorporate the later-introduced IPT blade standard(s), which is/are not subject to the inspection required by that AD. Consequently, no further unsafe condition exists that would justify maintaining the AD requirements.

This Notice, therefore, proposes to cancel EASA AD 2015-0233.

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:

None.

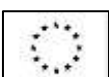
Ref. Publications:

Rolls-Royce Trent 1000 NMSB 72-J125, original issue, dated 06 November 2015, or Revision 1, dated 20 November 2015, or Revision 2 dated 22 January 2026.

Remarks:

1. This Proposed AD-CN will be closed for consultation on 27 April 2026.
2. Enquiries regarding this PAD-CN should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. For any question concerning the technical content of this PAD-CN, 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**.

