

This condition, if not detected and corrected, could lead to an in-flight shut-down resulting in reduced control to the aeroplane.

To address this potential unsafe condition, EASA issued AD 2013-0096 (later revised) to require repetitive borescope inspections and, depending on findings, removal from service of the engine, in accordance with RR Non-Modification Service Bulletin (NMSB) TRENT 1000 72-AH260 (hereafter referred to as the NMSB).

After that AD was issued, RR developed a modification which introduced a revised seal fin geometry and published RR Trent 1000 SB 72-H409. Revision 2 of the NMSB has also been issued, which provided details for a fly-on allowance, following an engineering review of the damage levels. Consequently, EASA issued AD 2013-0308 to confirm the fly-on allowance as specified in the NMSB at Revision 2. That AD also excluded from the Applicability engines that have had MOD 72-H409 embodied in production, or Trent 1000 SB 72-H409 embodied in-service, and confirmed that in-service modification (RR Trent 1000 SB 72-H409) of an engine constitutes an (optional) terminating action for the repetitive inspections required by this AD.

Since that AD was issued, RR has confirmed that all affected engines either have had RR Trent 1000 SB 72-H409 embodied or have been fitted with IP Turbine Blades that meet later approved blade standard(s). These actions constitute terminating action required by the AD 2013-0308. RR has additionally confirmed that any remaining affected engines were identified as unserviceable due to non-compliance with RR Alert NMSB 72-AK186, as mandated by EASA AD 2019-0261, thereby preventing their return to service with pre-RR SB Trent 1000 72-H409 IP turbine blades (P/N FW63838) installed. Furthermore, RR has issued Revision 3 of Alert NMSB 72-AK186, which cancels the technical instructions contained in the NMSB.

This Notice, therefore, proposes to cancel EASA AD 2013-0308.

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.

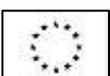
Ref. Publications:

Rolls-Royce Trent 1000 NMSB 72-AH260, original issue dated 26 March 2013, or Revision 1 dated 14 June 2013, or Revision 2 dated 19 December 2013, or Revision 3 dated 13 March 2026.

Rolls Royce Trent 1000 SB 72-H409, Initial Issue dated 30 April 2013.

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**.

