



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 26-065

Issued: 13 May 2026

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:

ROLLS-ROYCE DEUTSCHLAND Ltd & Co KG

Type/Model designation(s):

Trent 1000 engines

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

TCDS Number(s): EASA.E.036

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2020-0195R1 dated 15 May 2024

ATA 72 – Engine – Low Pressure Turbine Discs – Inspection

Manufacturer(s):

Rolls-Royce plc

Applicability:

Trent 1000-A2, Trent 1000-AE2, Trent 1000-C2, Trent 1000-CE2, Trent 1000-D2, Trent 1000-E2, Trent 1000-G2, Trent 1000-H2, Trent 1000-J2, Trent 1000-K2 and Trent 1000-L2 engines, all serial numbers.

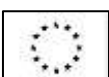
These engines are known to be installed on, but not limited to, Boeing 787 aeroplanes.

Definitions:

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

The NMSB: Rolls-Royce Alert Non-Modification Service Bulletin (NMSB) TRENT 1000 72-AK416 Revision 2. The NMSB has an 'A' (Alert) in the number, but a later revision may not have that 'A'. This kind of change does not effectively alter the publication references.

Affected part: Low pressure (LP) turbine stage 3 discs, having Part Number (P/N) KH36323, and LP turbine stage 4 discs, having P/N KH33943.



Serviceable part: An affected part which is new (never installed); or an affected part which passed an inspection in accordance with the instructions of the NMSB (no crack detected, or the defect rectified, see paragraph (4) of this AD); or a part, eligible for installation in accordance with Rolls-Royce instructions, which is not an affected part.

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:

Analysis of certain LP turbine discs in service has determined that, due to rubbing contact with interstage static seals, cracks may initiate in the front seal fins which could lead to cracks in the disc of the affected parts, as defined in this AD.

This condition, if not detected and corrected, could lead to crack propagation, possibly resulting in LP turbine disc failure and high-energy debris release, with consequent damage to, and reduced control of, the aeroplane.

To address this potential unsafe condition, Rolls-Royce published the original issue of NMSB TRENT 1000 72-AK416 and EASA issued AD 2020-0195 (later revised) to require repetitive ultra-high sensitivity fluorescent penetrant inspections of the seal fins of the affected parts and, depending on findings, replacement of affected parts.

NMSB TRENT 1000 72-AK416 was originally issued to ensure timely inspection of Inter Stage Seal (ISS) 3 and 4 seal fins of certain Trent 1000 engines at engine refurbishment level, preventing overfly of calculated crack-propagation lives. Subsequent introduction of Service Bulletin (SB) Trent 1000 72-K771 incorporated the later standard ISS 3 and 4 hardware onto certain Trent 1000 engines, providing increased clearances and improved rub-tolerance characteristics. Although SB Trent 1000 72-K771 establishes an improved go forward seal interface, discs which have been operated previously in the pre-SB Trent 1000 72-K771 configuration are subject to continued control of potential rub distress and associated crack initiation risks.

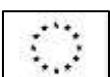
Consequently, Rolls-Royce issued the NMSB, as defined in this AD, revising compliance criteria for those engines which have embodied SB Trent 1000 72-K771 to inspect the LP turbine stage 3 disc and the LP turbine stage 4 disc as per the Cleaning, Inspection and Repair (CIR) task every 7 800 Engine Flight Cycles (EFC).

The revision ensures that engines incorporating the new ISS hardware continue to be inspected to a standard consistent with the updated design assumptions, thereby maintaining the intended level of safety.

For these reasons, this AD requires mandatory removal and inspection, together with associated installation limitations, to ensure timely detection and correction of cracking of the LP turbine stage 3 and stage 4 discs and to prevent their failure.

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:



- (1) For Group 1 engines in post-SB Trent 1000 72-K771 configuration: Before exceeding 7 800 EFC accumulated by any of the affected part since new (first installation on an engine) and thereafter at interval not to exceed 7 800 EFC inspect each affected part in accordance with the instructions of the NMSB.
- (2) For Group 1 engines in pre-SB Trent 1000 72-K771 configuration: Within the compliance time defined in Table 1 of this AD inspect front seal fins of each affected part in accordance with the instructions of the NMSB.

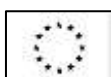
Table 1 – Compliance time referenced in paragraph (2) of this AD

A, B, C or D, whichever occurs first	
A	During each engine refurbishment shop visit as defined in Trent 1000 Engine Management Programme (RM1907)
B	During modification of an engine in accordance with the instructions of SB Trent 1000 72-K771
C	During each replacement of the LP turbine stage 3 disc P/N KH36323
D	Before exceeding 7 800 EFC accumulated by the LP turbine stage 4 disc P/N KH33943 since new (first installation on an engine)

- (3) If, during any inspection, as required by paragraph (1) or (2) of this AD, as applicable, any crack indication is detected on an affected part, as defined in the NMSB, before release to service of the engine replace that affected part with a serviceable part in accordance with the instructions of the NMSB.
- (4) Repair of an LP turbine stage 3 disc P/N KH36323 in accordance with the instructions of task 72-52-31-300-020 of the Rolls-Royce Cleaning, Inspection and Repair Manual CIR-TRENT-10RRC, "LP turbine stage 3 Rotor disc (Critical Part) - Repair the Micro Cracks on the Seal Fins (Special) FRSH970"; or in accordance with the instructions of Rolls-Royce approved Technical Variance (TV) is an acceptable alternative method to comply with the replacement requirement of paragraph (3) of this AD for that part.

Terminating Action:

- (5) Modification of an engine in accordance with the instructions Rolls-Royce SB Trent 1000 72-K937 or SB Trent 1000 72-L306 constitutes terminating action for repetitive in-shop inspections as required by paragraph (1) or (2) of this AD; or constitutes an acceptable method for corrective action as required by (3) of this AD, as applicable, for LP turbine stage 3 rotor disc.
- (6) Modification of an engine in accordance with the instructions Rolls-Royce SB Trent 72-L305 constitutes terminating action for repetitive in-shop inspections as required by paragraph (1) or (2) of this AD, as applicable, for LP turbine stage 4 rotor disc.
- (7) Repair of an LP turbine stage 3 disc P/N KH36323 in accordance with the instructions of Rolls-Royce approved Technical Variance does not constitute terminating action for repetitive in-shop inspections as required by paragraph (1) and (2) of this AD, as applicable, for that part, unless stated otherwise in that TV.



Part Installation:

- (8) For Group 1 and Group 2 engines: From the effective date of this AD, it is allowed to install an affected part on any engine provided that, following installation, the affected part is inspected as required by paragraph (1) or (2) of this AD, as applicable.

Ref. Publications:

Rolls-Royce Alert NMSB TRENT 1000 72-AK416 Revision 2 dated 24 March 2026.

Rolls-Royce SB Trent 1000 72-K771 original issue dated 24 May 2022.

Rolls-Royce SB Trent 1000 72-K937 original issue dated 16 August 2024, or Revision 1 dated 05 October 2024.

Rolls-Royce SB Trent 1000 72-L305 original issue dated 04 December 2025.

Rolls-Royce SB Trent 1000 72-L306 original issue dated 04 December 2025.

The use of later approved revisions of the above-mentioned documents is acceptable for compliance with the requirements of this AD.

Remarks:

1. This Proposed AD will be closed for consultation on 10 June 2026.
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>.

