Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 26-142

Issued: 25 November 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 2024-0062 dated 06 March 2024.

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

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Manufacturer(s):
Rolls-Royce plc

Applicability:
Trent 1000-A, Trent 1000-AE, Trent 1000-C, Trent 1000-CE, Trent 1000-D, Trent 1000-E, Trent 1000-G and Trent 1000-H engines, all engine 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 TLM: The Airworthiness Limitations Section (ALS) for Rolls-Royce (RR) Trent 1000 engines, as published in RR Trent 1000 Time Limits Manual (TLM) T-Trent-10RRB, Chapters 05-10 and 05-20, Revision 40.

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

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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 ALS revision that is currently incorporated in the AMP.

Reason:

The airworthiness limitations and certification maintenance instructions for certain RR Trent 1000 engines, known as 'Package B', which are approved by EASA, are currently defined and published in RR document Trent 1000 TLM T-Trent-10RRB. 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 2024-0062 to require accomplishment of the actions specified in RR Trent 1000 TLM T-Trent-10RRB at Revision 32.

Since that AD was issued, RR has published successive revisions of Trent 1000 TLM T-Trent-10RRB, culminating in Revision 40. These revisions introduced new and/or more restrictive limitations and maintenance tasks, including additional inspection requirements, applicability extensions to additional (new) critical parts, revisions of the Direct Accumulation Counting (DAC) reference software and associated data files.

For the reason described above, this AD supersedes EASA AD 2024-0062 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 Critical 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, and

(1.3) Ensure that the DAC tables, shown in the DAC life-usage calculator 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 RR maintenance documentation. If no compliance time is identified in the TLM, accomplish the

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applicable corrective action(s) before next flight. If a detected discrepancy is not identified in the TLM, before next flight, contact RR 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 a previous revision of the TLM, 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, as defined in this AD, 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 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 the engine(s) installed on 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:

RR Trent 1000 TLM T-Trent-10RRB, Chapters 05-10 and 05-20, Revision 40 dated 10 August 2026.

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 23 December 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

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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 RR 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**.

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