Airworthiness Directive

AD No.: 2026-0164

Issued: 13 August 2026

Note: This Airworthiness Directive (AD) 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.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I Part M.A.301, or Annex Vb Part ML.A.301, as applicable, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [Regulation (EU) 1321/2014 Annex I Part M.A.303, or Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:
ROLLS-ROYCE DEUTSCHLAND Ltd & Co KG

Type/Model designation(s):
RB211 Trent 900 engines

Effective Date: 27 August 2026

TCDS Number(s): EASA.E.012

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2025-0069 dated 28 March 2025.

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

---

Manufacturer(s):
Rolls-Royce plc

Applicability:
RB211 Trent 970-84, 972-84 and 972E-84 engines, all serial numbers.
These engines are known to be installed on, but not limited to, Airbus A380 aeroplanes.

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

The ALS: The Airworthiness Limitations Section (ALS) for Rolls-Royce (RR) RB211 Trent 900 engines, as published in RR Time Limits Manual (TLM) T-TRENT-9RR Revision 70, module 05 10-01-800-801 (Critical Group A Parts Lives) and module 05 20-01-800-801 (Mandatory Inspections).

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.

An agency of the European Union

TE.CAP.00110-012 © European Union Aviation Safety Agency. All rights reserved. ISO9001 Certified.
Proprietary document. Copies are not controlled. Confirm revision status through the EASA-Internet/Intranet.

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 ALS, as defined in this AD, since the previous ALS revision that is currently incorporated in the AMP.

Reason:

The airworthiness limitations for RR RB211 Trent 900 engines, which are approved by EASA, are currently defined and published in RR ALS document TLM T-TRENT-9RR. These instructions have been identified as mandatory for continued airworthiness.

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

EASA previously issued AD 2025-0069 to require the actions specified in RR TLM T-TRENT-9RR Revision 68 dated 24 February 2025.

RR published Service Bulletin (SB) RB.211-72-J055 introducing configuration standard for the Tail Bearing Housing Support Structure (TBHSS) but omitted to incorporate herein the Fluorescent Penetrant Inspection (FPI) mandated by AD 2016-0193R1. Therefore, the risk exists that cracking, due to damage, manufacturing anomalies or corrosion, could remain undetected after incorporation of this SB.

To address this possible unsafe condition, it was decided to reinstate this FPI requirement in the next revision of the ALS document for the RB211 Trent 900. It was also decided to transfer concurrently the mandatory inspections for the baseline and SB RB.211-72-J024 TBHSS configuration standards from Non-Modification Service Bulletin (NMSB) RB.211-72-AG971, as currently mandated through EASA AD 2016-0193R1, to ALS. Therefore, RR issued TLM T-TRENT-9RR Revision 70, defined in this AD as the ALS, which now, besides adding mandatory inspection interval criteria for the TBHSS also incorporates the mandatory FPI which was omitted for SB RB.211-72-J055 standard, and which additionally consolidates all TBHSS related inspections in module 05 20-01-800-801.

For the reasons described above, this AD supersedes EASA AD 2025-0069 and requires accomplishment of the actions and limitations specified in the ALS.

Concurrently with the issuance of this AD, EASA revises AD 2016-0193R1 (by issuing AD 2016-0193R2) to remove from this AD the actions associated with accomplishment of NMSB RB.211-72-AG971.

An agency of the European Union

TE.CAP.00110-012 © European Union Aviation Safety Agency. All rights reserved. ISO9001 Certified.
Proprietary document. Copies are not controlled. Confirm revision status through the EASA-Internet/Intranet.

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 Life Limited Parts:

(1) From the effective date of this AD, accomplish the following actions, as specified in the ALS, 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.

Corrective Action(s):

(2) In case of finding discrepancies (as defined in the ALS) during accomplishment of any task as required by paragraph (1) of this AD, within the compliance time specified in the ALS, accomplish the applicable corrective action(s) in accordance with the applicable RR maintenance documentation. If no compliance time is identified in the ALS, accomplish the applicable corrective action(s) before next flight. If a detected discrepancy is not identified in the ALS, 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 ALS, 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 ALS, 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 and limitations as specified in the ALS, as applicable to engine model and depending on engine configuration, within the compliance times as specified in the ALS, 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 specified in the ALS, 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.

An agency of the European Union

TE.CAP.00110-012 © European Union Aviation Safety Agency. All rights reserved. ISO9001 Certified.
Proprietary document. Copies are not controlled. Confirm revision status through the EASA-Internet/Intranet.

Ref. Publications:

RR TLM T-TRENT-9RR Revision 70 dated 01 July 2026.

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

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.

2. The original issue of this AD was posted on 13 July 2026 as PAD 26-084 for consultation until 10 August 2026. No comments were received during the consultation period.

3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.

4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, 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 AD 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.

5. For any question concerning the technical content of the requirements in this AD, 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.

TE.CAP.00110-012 © European Union Aviation Safety Agency. All rights reserved. ISO9001 Certified.
Proprietary document. Copies are not controlled. Confirm revision status through the EASA-Internet/Intranet.