Airworthiness Directive

AD No.: 2026-0189

Issued: 01 October 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 700 engines

Effective Date: 15 October 2026

TCDS Number(s): EASA.E.042

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2026-0172-E dated 04 September 2026.

ATA 79 – Engine Oil – Oil Pump – Operational Prohibition

Manufacturer(s):
Rolls-Royce plc

Applicability:
RB211 Trent 768-60, 772-60, 772B-60 and Trent 772C-60 engines, all serial numbers (s/n).

These engines are known to be installed on, but not limited to, Airbus A330 aeroplanes.

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

The NMSB: Rolls-Royce Alert Non-Modification Service Bulletin (NMSB) RB211−79−AL442 Revision 1.

The NMSB has an 'A' (Alert) in the number, but an earlier or later revision may not have that 'A'. This kind of change does not effectively alter the publication references.

Serviceable part: Oil pump having Part Number (P/N) LR37940D, LR37940DA, LR37940DB, LR37940DC, LR37940DD, LR37940F, LR37940FA, LR37940FB, LR37940FC, LR37940FD, LR37940FE, LR37940FF, LR37940FG, LR37940J, LR37940K, LR37940L, LR37940N, LR37940P, LR47390B and P/N LR47390D identified as "not affected parts" in section 1.D of the NMSB, as defined in this AD.

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Affected part: Oil pump having P/N LR37940D, LR37940DA, LR37940DB, LR37940DC, LR37940DD, LR37940F, LR37940FA, LR37940FB, LR37940FC, LR37940FD, LR37940FE, LR37940FF, LR37940FG, LR37940J, LR37940K, LR37940L, LR37940N, LR37940P, LR47390B and P/N LR47390D which are not serviceable parts, as defined in this AD.

Affected engine: An engine that has an affected part installed.

Reason:

Occurrences of non-conformances were reported, leading to low-oil-pressure events on low life oil pumps. Subsequent investigation identified a potential failure mode affecting the oil pump input-coupling shear neck.

This condition, if not corrected, could lead to a dual in-flight shutdown on aeroplanes equipped with two affected engines, resulting in reduced control of the aeroplane.

To address this potential unsafe condition, Rolls-Royce published the original issue of the NMSB RB211−79−AL440 providing instructions for de-pairing of engines on twin-engine aeroplanes, ensuring that no affected parts are installed on both engines. Consequently, EASA issued Emergency AD 2026-0172-E to require de-pairing of the engines and to ensure that only one affected part is installed on twin-engine aeroplanes.

Since that AD was issued, Rolls-Royce published the NMSB, as defined in this AD, expanding the criteria for identifying not affected oil pumps. The life threshold is increased from 135 flight hours (FH) to 400 FH and requires rectification at an approved maintenance facility for all affected units. Furthermore, the population of oil pump P/Ns originally listed in the Emergency AD 2026-0172-E (P/N LR47390D, LR37940P, LR37940DD, LR47390B, and P/N LR37940N) has been extended to include the following additional P/N - P/N LR37940D, LR37940DA, LR37940DB, LR37940DC, LR37940F, LR37940FA, LR37940FB, LR37940FC, LR37940FD, LR37940FE, LR37940FF, LR37940FG, LR37940J, LR37940K and P/N LR37940L.

For the reasons described above, this AD partially retains the requirements of EASA AD 2026-0172-E, which is superseded. This AD also prohibits twin-engine operation with affected parts installed on both engines and prohibits installation of affected part on an engine. Further, this AD only allows installation of serviceable parts, as defined in this AD.

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:

Operational Prohibition:

(1) From 7 days after the effective date of this AD, concurrent operation of an affected part on both engines of a twin-engine aeroplane is prohibited. If an affected part is installed on one engine, the opposite engine must be equipped with a serviceable part.

(2) From the effective date of this AD, it is allowed to install an oil pump on an engine provided the part is a serviceable part, as defined in this AD.

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(3) From the effective date of this AD, it is allowed to install an engine on an aeroplane, provided the engine is equipped with an oil pump that is a serviceable part, as defined in this AD.

Acceptable Method(s):

(4) Replacement of an affected part with a serviceable part on an engine in accordance with approved Rolls-Royce maintenance instructions is an acceptable method to comply with the requirement of paragraph (1) of this AD.

(5) Replacement of one of the affected engines with an engine equipped with a serviceable part in accordance with approved Rolls-Royce maintenance instructions is an acceptable method to comply with the requirement of paragraph (1) of this AD.

Ref. Publications:

Rolls-Royce Alert NMSB RB211−79−AL442 Revision 1 dated 21 September 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. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication. All interested persons may send their comments, referencing the AD Number, to the E-mail address specified in below Remark 3, prior to 29 October 2026. Only if any comment is received during the consultation period, a Comment Response Document will be published in the EASA Safety Publications Tool, in a compressed ('zipped') file, attached to the record for this AD.

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,

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or send an email through http://www.rolls-royce.com/contact/civil_team.jsp identifying the correspondence as being related to **Airworthiness Directives**.

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