



Airworthiness Directive

AD No.: 2025-0261R1

Issued: 12 December 2025

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):

Trent XWB engines

Effective Date: Revision 1: 19 December 2025
Original issue: 10 December 2025

TCDS Number(s): EASA.E.111

Foreign AD: Not applicable

Revision: This AD revises EASA AD 2025-0261 dated 26 November 2025.

ATA 73 – Engine Fuel and Control – Fuel Pump – Replacement

Manufacturer(s):

Rolls-Royce plc

Applicability:

Trent XWB-97 engines, all serial numbers (s/n).

Definitions:

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

The NMSB: Rolls-Royce Non-Modification Alert Service Bulletin (NMSB) Trent XWB 73-AL207.

Where, in this AD, reference is made to a Rolls-Royce NMSB with an 'A' (Alert) in the number, it should be recognised that a later revision may not have that 'A'. This kind of change does not effectively alter the publication references for the purpose of this AD.

Affected part: Fuel pumps having Part Number (P/N) G5020FPU02 with an s/n post-PAK20-025, and in addition an s/n listed in Appendix 1 of the NMSB.

Note 1: Fuel pump s/n is formatted as "PAKY-YY-XXX" where 'YY' represents year of manufacturing and 'XXX' is the sequential number of manufactured units.



Serviceable part: Fuel pump eligible for installation in accordance with Rolls-Royce instructions, which is not an affected part; or an affected part which has not exceeded the flight hours (FH) and flight cycles (FC) values accumulated by the affected part as identified in Table 1 of this AD, as applicable.

Groups: Group 1 engines are those which have an affected part installed. Group 2 engines are all other engines.

Reason:

A low-speed aborted take-off, involving a Trent XWB-97 engine, was reported due to an inability to achieve the required commanded thrust. Subsequent investigation identified damage to the impeller assembly on the low-pressure side of the fuel pump P/N G5020FPU02. The root cause was identified as a fatigue mechanism affecting specific fuel pump units.

This condition, if not corrected, could lead to fuel pump failure, resulting in reduced thrust, potentially compromising safe operation of the aeroplane.

To address this potential unsafe condition, Rolls-Royce issued the NMSB introducing instructions to replace the affected parts and EASA issued AD 2025-0261 to require replacement of the affected part with a serviceable part.

Since this AD was issued it was determined that improvements to the clarity and interpretation of certain provisions without altering the technical requirements or the safety intent of the AD are needed.

For the reasons described above, this AD is revised accordingly.

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:

Replacement:

- (1) For Group 1 engines: From the effective date of this AD, within the compliance time as identified in Table 1 of this AD, replace the affected part with a serviceable part in accordance with the instructions of the NMSB.

Table 1 – Compliance Time – **A**, **B** or **C**, whichever occurs later (see Note 2 of this AD)

A	Within 30 days after 10 December 2025 [the effective date of this AD at original issue]
B	Before exceeding 10 000 FH or 1 100 FC accumulated by the affected part, whichever occurs first since new or since the last overhaul of the affected part, during which the NMSB or Rolls-Royce Control Systems SB G5020FPU-73-01 has been accomplished, as applicable
C	For affected parts having an s/n listed in Appendix 1 or Appendix 2 of the NMSB:



Before exceeding 10 000 FH or 1 100 FC accumulated by the affected part, whichever occurs first since the last overhaul of the affected part accomplished before the effective date of this AD.

Note 2: For affected parts having an s/n listed in Appendix 1 or Appendix 2 of the NMSB, when they would have subsequently had the NMSB or Rolls-Royce Control Systems SB G5020FPU-73-01 accomplished, the compliance time is then as defined in the row **B** of the Table 1 of this AD.

Part(s) Installation:

- (2) For Group 1 and Group 2 engines: From 10 December 2025 [the effective date of this AD at original issue], it is allowed to install an affected part on an engine, provided that the part is a serviceable part. After that installation, the engine is considered a Group 1 engine, and that affected part must be replaced as required by paragraph (1) of this AD.
- (3) From 10 December 2025 [the effective date of this AD at original issue], installation of an engine on an aeroplane is allowed, provided that the engine is equipped with a serviceable part.

Ref. Publications:

Rolls-Royce Alert NMSB Trent XWB 73-AL207 dated 14 August 2025.

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 10 November 2025 as PAD 25-171 for consultation until 24 November 2025. 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**.

