

## Continued Airworthiness Notification to the International Community

**To:** Civil Aviation Authorities  
**From:** Federal Aviation Administration  
Aircraft Certification  
System Oversight Division, AIR-800  
2200 S 216<sup>th</sup> Street  
Des Moines, WA 98198

Date: January 11, 2019

**Subject:** This message is to advise you of the FAA's ongoing activities related to The Boeing Company Model 787 airplanes powered by Rolls-Royce Trent 1000 engines.

**Situation description:** The Rolls-Royce (RR) Trent 1000 engine on the 787 has experienced failures on Intermediate-Pressure Compressor (IPC) blades. Continued investigation of these events by RR has led them to provide the European Aviation Safety Agency (EASA) and the FAA additional insight into the IPC blade failures. EASA has issued AD 2018-0167 to address this issue at the engine level.

**Aircraft Make, Model and Series:** Boeing Model 787 airplanes equipped with certain Rolls-Royce Trent 1000 engines.

**U.S.-registered fleet:** None; **Worldwide fleet:** 83

**Operators:** There are seven affected operators worldwide, including All Nippon Airways, British Airways, LOT Polish Airlines, LATAM Airlines, Norwegian Air Shuttle ASA, Royal Brunei Airlines, Thai Airways.

**Ongoing activities:** The FAA is considering issuance of an airworthiness directive (AD) to address the safety issue on Boeing 787 airplanes powered by certain RR Trent 1000 engines to mitigate the airplane level risk caused by this engine issue. The AD may reduce the maximum extended operations (ETOPS) diversion time from 330 minutes to 180 minutes, and this AD action would supplement the actions already taken by EASA on certain Trent 1000 engines via issuance of EASA AD 2018-0167R2, dated October 16, 2018. The Boeing 787 airplane can be safely operated in the interim with on-going engine inspections until mandatory airplane-level airworthiness action is developed and issued by the FAA.

For additional questions regarding this safety issue, please contact Ross Landes, AIR-780, at (206) 231-3500.

**Next update, if any:** N/A

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**Note: This information is for the use of civil aviation authorities only  
and should not be released to the public at this time.**