

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.

Translation of 'Consigne de Navigabilité' ref. : 91-096-121(B) R2
In case of any difficulty, reference should be made to the French original issue.

AIRBUS INDUSTRIE

A300 and A310 Airplanes

Forward and aft mounts link assemblies of PRATT & WHITNEY turbofan engines
Possible overheat of forward engine mounts and omission of dip etching
of aft engine mounts during the machining process

This Airworthiness Directive applies to AIRBUS INDUSTRIE airplanes equipped with PRATT & WHITNEY jet engines JT9D-7R4D1 ; JT9D-7R4E1 ; JT9D-7R4H1 (AIRBUS A300-B4-620 ; A300-C4-620 ; A310-221, 222, 322) or equipped with jet engines PRATT & WHITNEY PW 4152 ; PW 4158 (AIRBUS A300-B4-622 ; A300-B4-622R and A310-324).

To prevent the loss of structural integrity of the :

1. Engine forward mount link assembly due to a possible overheat during the machining process,
2. Aft mount beam link assembly which did not receive dip etching before fluorescent penetrant inspection, accomplish the following :

A/ Forward engine mount thrust link - P/N 221-0245-501 fitted on PW engines JT9D-7R4D1 - 7R4E1 - 7R4H1.

A.1 Prior to accumulation of 500 flight hours after the effective date of this Airworthiness Directive, perform a visual inspection for cracks of the forward engine mount thrust link when installed on the airplane in accordance with part 1 of Service Bulletin PW7R4 71-90 (linked to AIRBUS INDUSTRIE Service Bulletin A310-71-2011 or A300-71-6009) unless already accomplished in accordance with PW all operator letter JT9/71-00/SS:JDS:0-12-3-1.

A.1.1 If cracks are discovered or link is broken, replace the link before the next flight by a new serviceable one.

A.1.2 If no cracks are discovered, repeat thereafter the visual inspection at intervals not to exceed 1000 flight cycles till the instructions specified in the paragraph A.2 hereunder are accomplished :

A.2. As a terminating action perform a nital etch inspection at next engine removal or in the next 18 months (next "C" check), whichever comes first in accordance with part 2 of the Service Bulletin PW7R4-71-90.

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November 25, 1992

AIRBUS INDUSTRIE
A300 and A310 Airplanes

91-096-121(B) R2

A.2.1 If cracks are discovered or link is broken, replace the link before next flight by a new serviceable one.

A.2.2 If no cracks are discovered, reinstall the link assembly.

NOTE : The instructions described at the paragraphs A.1.1, A.2.1 and A.2.2 are to be considered as final and terminating actions and consequently no further action is required in accordance with this Airworthiness Directive.

B/ Aft engine mount beam assembly P/N 221-0261-501 fitted on PW engine JT9D-7R4D1 - 7R4E1 - 7R4H1.

B.1. Prior to accumulation of 500 flight hours after the effective date of this Airworthiness Directive, perform a visual inspection for cracks of the aft engine mount beam assembly when installed on the airplane in accordance with part 1 of Service Bulletin PW7R4-71-100 (linked to AIRBUS INDUSTRIE Service Bulletins A310-71-2009 or A300-71-6008), unless already accomplished in accordance with PW all operator letter JT9/71-00/SS:0-12-3-1.

B.1.1 If no surface cracks or forging laps are found, repeat thereafter at intervals not to exceed 1000 flight cycles till the instructions specified in paragraph B.2 hereunder are accomplished :

B.1.2 If a suspect indication is found visually, proceed before next flight with a dip etch and a spot fluorescent penetrant inspection (FPI) as described in part 2 of the Service Bulletin PW7R4-71-100 and refer to the paragraphs B.2.1 and B.2.2.

B.2 Perform a dip etch and a fluorescent penetrant inspection (FPI) as described in part 2 of the Service Bulletin PW 7R4-71-100 at the next engine removal or in the next 18 months (next "C" check), whichever comes first.

NOTE : If compliance with paragraph B2 of this Airworthiness Directive results in a dual engine removal, dip etch and a fluorescent penetrant inspection of one of the two aft engine mounts may be deferred of an extra 18 mois (next "C" check) or engine change, whichever comes first, with the condition that no suspect indication (surface crack and/or forging lap) is found whilst performing the accomplishment instructions in accordance with §. B.1.1.

The aft engine mount not in compliance with paragraph B2 must continue to comply with paragraph B1, i.e. visual inspection of subject mount at an interval no to exceed 1 000 cycles.

B.2.1 If forging laps or cracks are found, remove mount beam assy before next flight and replace it by a new serviceable one.

B.2.2 If no forging laps or cracks are found, reassemble the mount beam assy on the aircraft.

NOTE : The instructions described at the paragraphs B.2.1 et B.2.2 are to be considered as final and terminating actions and consequently no further action is required in accordance with this Airworthiness Directive.

C/ Forward engine mount thrust link - P/N 221-0245-501 and P/N 221-0262-503 fitted on PW engines - PW 4152 and 4158.

C.1. Prior to accumulation of 500 flight hours after the effective date of this Airworthiness Directive, perform a visual inspection of the forward engine mount thrust link when installed on airplane in accordance with part 1 of the Service Bulletin PW4NAC 71-86 (linked to AIRBUS INDUSTRIE Service Bulletin A310-71-2011 or A300-71-6009) unless already accomplished in accordance with PW all operator letter (AOL) PW 4000/71.00/SS:TJF:0-12-03-1.

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C.1.1 If cracks are discovered or link is broken, replace the link with a new serviceable one before the next flight.

C.1.2 If no cracks are discovered, repeat the visual inspection at intervals not to exceed 1000 flight cycles until instruction described in the paragraph C.2 hereunder are accomplished.

C.2 Perform a nital etch inspection at next engine removal or in the next 18 months (next "C" check), whichever comes first in accordance with part 2 of the Service Bulletin PRATT & WHITNEY PW4NAC 71-86.

C.2.1 If cracks are discovered or link is broken, replace the link with a new serviceable one before next flight.

C.2.2 If no cracks are discovered, reinstall the link assembly.

NOTE : The instructions described at the paragraphs C.1.1, C.2.1 and C.2.2 are to be considered as final and terminating actions and consequently no further action is required in accordance with this Airworthiness Directive.

D/ Aft engine mount beam assembly P/N 221-0260-501 and P/N 221-0262-503 installed on PW engine PW 4152 and PW 4158.

D.1 Prior to accumulation of 500 flight hours after the effective date of this Airworthiness Directive, perform a visual inspection for surface cracks of the aft engine mount beam assembly when installed on aircraft in accordance with part 2 of the Service Bulletin PW4NAC 71-105 (linked to AIRBUS INDUSTRIE Service Bulletin A310-71-2009 or A300-71-6008) unless already accomplished in accordance with all operator letter (AOL) PW 4000/71-00/SS:TJF:0-12-03-1.

D.1.1 If no surface cracks or forging laps are found, repeat thereafter visual inspection at intervals not to exceed 1000 flight cycles until accomplished of the instructions described at paragraph D.2 hereunder.

D.1.2 If a suspect indication is found visually, proceed before next flight with a dip etch and a spot fluorescent penetrant inspection (FPI) as described in part 2 of the Service Bulletin PW4NAC 71-105 and refer to the paragraphs D.2.1 and D.2.2 hereafter.

D.2. Perform a dip etch and a fluorescent penetrant inspection (FPI), as described in part 2 of the Service Bulletin PW4NAC 71-105, at the next engine removal or in the next 18 months (next "C" check), whichever comes first.

NOTE : If compliance with paragraph D2 of this Airworthiness Directive results in a dual engine removal, dip etch and a fluorescent penetrant inspection of one of the two aft engine mounts may be deferred of an extra 18 months (next "C" check) of engine change, whichever comes first, with the condition that no suspect indication (surface crack and/or forging lap) is found whilst performing the accomplishment instructions in accordance with §. D.1.1.

The aft engine mount not in compliance with paragraph D2 must continue to comply with paragraph D1, i.e. visual inspection of subject mount at an interval no to exceed 1 000 cycles.

D.2.1 If cracks or forging laps are found, replace the defective aft engine mount beam assembly by a new serviceable one on the engine.

D.2.2 If no cracks or forging laps are found, reassemble the aft engine mount beam assembly on the engine.

NOTE : The instructions described at the paragraphs D.2.1 and D.2.2 are to be considered as final and terminating actions, and consequently no further action is required in accordance with this Airworthiness Directive.

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References :

- SB PRATT & WHITNEY : PW7R471-90
- SB AIRBUS INDUSTRIE : A310-71-2011
- SB AIRBUS INDUSTRIE : A300-71-6009
- AOL PRATT & WHITNEY : JT9/71-00/SS:JDS:0-12-3-1
- SB PRATT & WHITNEY : PW7R471-100
- SB AIRBUS INDUSTRIE : A310-71-2009
- SB AIRBUS INDUSTRIE : A300-71-6008
- SB PRATT & WHITNEY : PW4NAC 71-86
- AOL PRATT & WHITNEY : PW4000/71-00/SS:TJF:012-03-1
- SB PRATT & WHITNEY : PW4NAC 71-105

NOTE :

Due to the number of referenced technical documents quoted in this Airworthiness Directive, which may be subject to further revisions, these are not mentioned on purpose, in order to keep the text always valid.

It is of course required, when proceeding with the instructions of the Airworthiness Directive, to ensure that the last issues of the referenced documents are taken into consideration.

This Revision 2 replaces the AD 91-096-121(B)R1 dated July 10, 1991.

EFFECTIVE DATES :

Original AD : MAY 12, 1991
Revision 1 : JULY 20, 1991
Revision 2 : DECEMBER 5, 1992