



# Notification of a proposal to issue an Airworthiness Directive

**PAD No.: 17-073R1**

**Issued: 22 August 2017**

Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.

All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

**Design Approval Holder's Name:**

AIRBUS

**Type/Model designation(s):**

A380 aeroplanes

**Effective Date:** [TBD - standard: 14 days after AD issue date]

**TCDS Number(s):** EASA.A.110

**Foreign AD:** Not applicable

**Supersedure:** None

## ATA 71 – Power Plant – Rear Engine Mount – Inspection

**Manufacturer(s):**

Airbus

**Applicability:**

Airbus A380-841 and A380-842 aeroplanes, all manufacturer serial numbers.

**Reason:**

During accomplishment of a scheduled Airworthiness Limitation Item (ALI) task 712200-R9005-01A, using a high-frequency eddy current (HFEC) inspection method, a crack was detected on the surface of a Rolls-Royce Trent 900 rear engine mount (located on the lug area). Subsequent investigations concluded that the surface crack was likely caused by a manufacturing process deficiency which occurred during the forging process that could leave metallurgical discontinuities on the raw blank parts.

This condition, if not detected and corrected, could adversely affect the fatigue life and static load carrying capability of the rear engine mounts, possibly resulting in reduced structural integrity.

To address this unsafe condition, Airbus issued Service Bulletin (SB) A380-71-8013 to provide inspection instructions.



For the reasons described above, this AD requires a one-time inspection of rear engine mount of each engine and, depending on findings, accomplishment of corrective action(s).

This PAD is re-published to reflect comments received during the consultation period of the original issue of the PAD.

#### **Required Action(s) and Compliance Time(s):**

Required as indicated, unless accomplished previously:

Note 1: Airbus SB A380-71-8013 is hereafter referred to as 'the SB' in this AD.

Note 2: For the purpose of this AD, an effected rear engine mount beam is a part with Part Number (P/N) L7121076120000 (see Figure 1 of Appendix of this AD), except parts listed by a serial number (s/n) in the Appendix 1 of this AD.

#### **Inspection(s):**

- (1) Within 1 000 flight cycle (FC) accumulated by the affected rear engine mount beam after the effective date of this AD, accomplish a detailed inspection (DET) or HFEC inspection of the affected rear engine mount beam (see Note 2 of this AD) of each engine in accordance with the instructions of the SB.
- (2) If, during the DET inspection as required by paragraph (1) of this AD, it is determined that the fail-safe load path is not activated, within 3 800 FC after the effective date of this AD, accomplish an HFEC inspection of the affected rear engine mount beam in accordance with the instructions of the SB.

#### **Corrective Action(s):**

- (3) If, during the DET inspection as required by paragraph (1) of this AD, it is determined that the fail-safe load path is activated, before next flight, replace the affected rear engine mount assembly in accordance with the instructions of the SB.
- (4) If, during the HFEC inspection, as required by paragraph (1) or (2) of this AD, as applicable, any crack is found, before next flight, replace the affected rear engine mount assembly in accordance with the instructions of the SB.

#### **Ref. Publications:**

Airbus SB A380-71-8013 original issue, dated 08 June 2017.

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

#### **Remarks:**

1. This Proposed AD will be closed for consultation on 05 September 2017.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).



3. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS - EIANA (Airworthiness Office), Telephone : +33 562 110 253;  
Fax: +33 562 110 307, E-mail: [account.airworth-A380@airbus.com](mailto:account.airworth-A380@airbus.com).



## Appendix

Cross-reference of non-affected rear engine mount beam P/N L7121076120000 installation on a rear engine mount assembly P/N L7121016500000, L7121016200000 or L7121016500000 and location of the s/n on a part

Rear engine mount beam s/n	Mounting rear assembly s/n
FP37	SE10033
FP54	SE10065
FP57	SE10066
FP410	SE10580
FP413	SE20775
FP414	SE20747
FP417	SE20607
FP419	SE20748
FP424	SE20608
FP427	SE20606
FP435	SE20605
FP436	SE20766
FP437	SE20772
FP438	SE20716
FP439	SE20768
FP440	SE20715
FP448	SE20749
FP449	SE20717
FP453	SE10577
FP455	SE20714
FP457	SE20762
FP459	SE20765
FP461	SE20746
FP463	SE20764
FP464	SE20763
All s/n from SE465 (inclusive)	For assembly s/n format SE10XXX: All s/n from SE10580 (inclusive)
	For assembly s/n format SE20XXX: All s/n from SE20767 (inclusive)



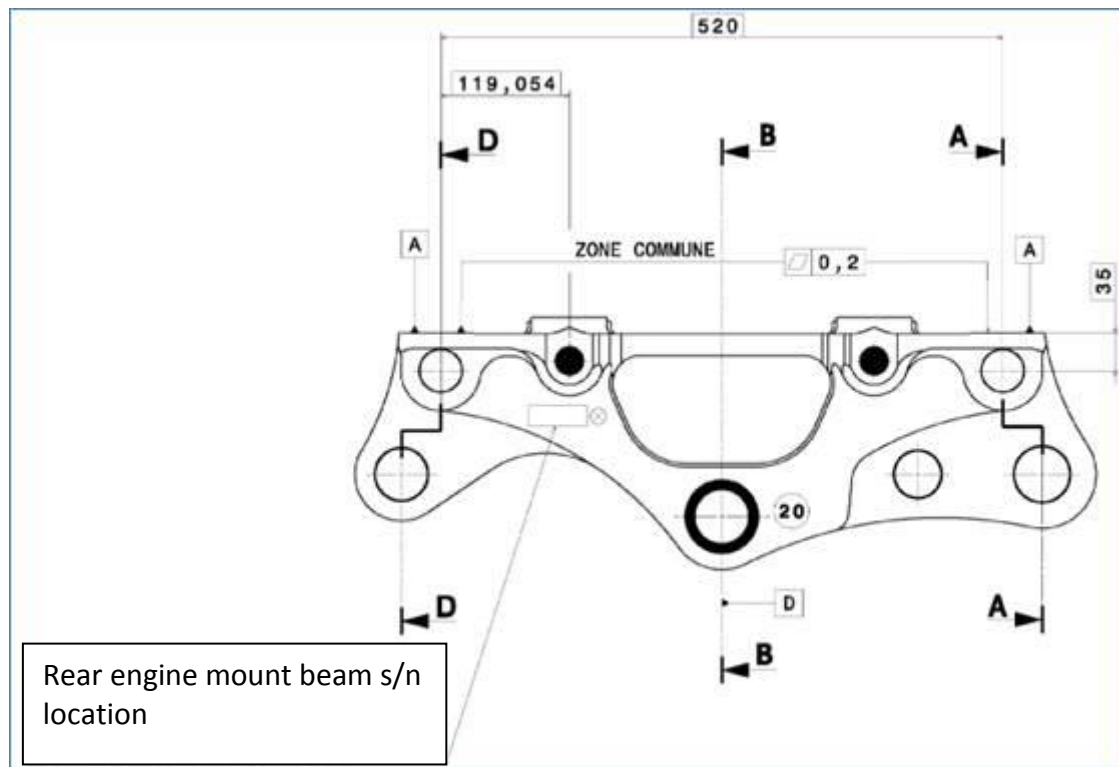


Figure 1 – Rear engine mount beam

The s/n of the rear engine mount beam P/N L7121076120000 (in some cases with a prefix added by Airbus) is provided on the main body (back face) of the part, as shown on Figure 1 of this AD.

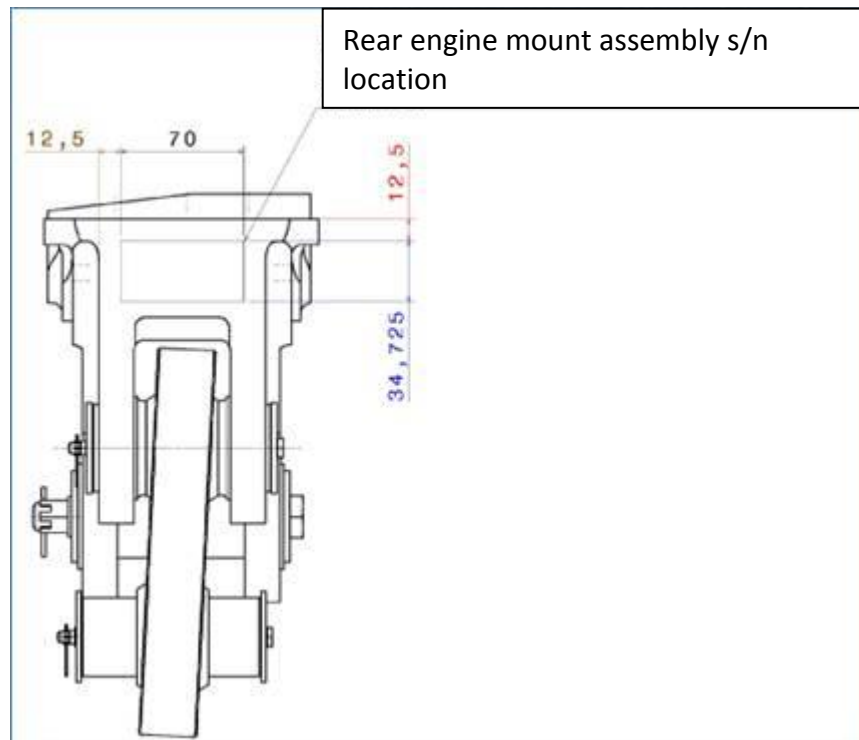


Figure 2 – Rear engine mount assembly

The s/n of the rear engine mount assembly P/N L7121016500000, L7121016200000 or L7121016500000 is provided on the left side of the part, as shown on Figure 2 of this AD.