



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 20-200

Issued: 16 December 2020

Note: This Proposed Airworthiness Directive (PAD) 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.

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 – Powerplant – Front Engine Mount / Strut Mount and Thrust Link – Inspection

Manufacturer(s):

Airbus

Applicability:

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

Definitions:

For the purpose of this AD, the following definition applies:

The AOT: Airbus Alert Operators Transmission (AOT) A71R017-20.

Affected engine: Rolls-Royce RB211 Trent 900 engines having an engine serial number (ESN) as listed in Appendix 1 of the AOT.

Groups: Group 1 aeroplanes are those that have an affected engine installed.

Group 2 aeroplanes are those that do not have an affected engine installed.



Reason:

Rolls-Royce manufactured a number of RB211 Trent 900 engines with salvage welds on the compressor intermediate case (CIC) lugs. During a stress analysis on the engine structure, it was discovered that, for those engines with salvage welds, the secondary load paths of both thrust link and forward mount cannot ensure the capability of withstanding service loads for a full secondary load path activation inspection interval. Consequently, the current inspection intervals are inadequate to timely detect an engaged secondary load path.

This condition, if not detected and corrected, could lead to CIC lugs failure, possibly resulting in engine detachment in flight and consequent reduced control of the aeroplane.

To address this potential unsafe condition, Airbus issued the AOT to provide inspections instructions.

For the reasons described above, this AD requires repetitive inspections of the front engine mount and strut mount of each affected engine at a reduced interval, and, depending on findings, removal from service of the engine.

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

Required as indicated, unless accomplished previously:

Inspection(s):

- (1) For Group 1 aeroplanes: Before exceeding the threshold, and, thereafter, at intervals not to exceed the value as defined in Table 1, 2 or 3 of the AOT, as applicable to ESN, accomplish the applicable inspection(s) in accordance with the instructions of the AOT.

Where Tables 1, 2 and 3 of the AOT refer to a compliance time (first inspection) 'from date of publication of REF 3' (reference to Rolls-Royce Trent 900 Alert Non-Modification Service Bulletin (NMSB) RB.211-71-AK614), this AD requires the initial inspection within that compliance time after the effective date of this AD.

Corrective Action(s):

- (2) If, during any inspection as required by paragraph (1) of this AD, discrepancies are detected on an affected engine, before next flight, remove that engine from service, contact Airbus for approved repair instructions and, before release to service of the affected engine, accomplish those instructions accordingly.

Terminating Action:

- (3) None.

Ref. Publications:

Airbus AOT A71R017-20 original issue dated 10 December 2020.

Rolls-Royce Trent 900 Alert NMSB RB.211-71-AK614 original issue dated 07 December 2020.

The use of later approved revisions of the above-mentioned documents is acceptable for compliance with the requirements of this AD.



Remarks:

1. This Proposed AD will be closed for consultation on 30 December 2020.
2. Enquiries regarding this PAD should be referred to the EASA Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, 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 PAD 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.
4. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS SAS - EIANA (Airworthiness Office), Telephone: +33 562 110 253, Fax: +33 562 110 307, E-mail: account.airworth-A380@airbus.com.

