



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 25-103

Issued: 16 July 2025

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:

ELIXIR AIRCRAFT

Type/Model designation(s):

ELIXIR aeroplanes

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

TCDS Number(s): EASA.A.633

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2024-0112-E dated 12 June 2024.

ATA 71 – Power Plant – Engine Mount – Inspection / Replacement

Manufacturer(s):

ELIXIR AIRCRAFT

Applicability:

ELIXIR aeroplanes, all manufacturer serial numbers.

Definitions:

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

Affected part: Engine mount having Part Number (P/N) PRD-00094440.

Serviceable part: Engine mount having Part Number (P/N) PRD-00204449.

The ASB: ELIXIR AIRCRAFT Alert Service Bulletin (ASB) ASB-633-003.

The Modification SB: ELIXIR AIRCRAFT Service Bulletin (SB) SB-633-031.

Groups: Group 1 aeroplanes are those that have an affected part installed. Group 2 aeroplanes are those that do not have an affected part installed.



Reason:

Several engine mounts were found cracked at the upper right silent block support.

This condition, if not detected and corrected, could reduce the structural integrity of the engine mount.

To address this potential unsafe condition, ELIXIR AIRCRAFT issued the ASB to provide instructions for inspection of the affected part.

Consequently, EASA issued AD 2024-0112-E to require repetitive detailed inspection (DET) of the affected parts, and, depending on findings, replacement with an affected part which is new (never previously installed on an aeroplane).

Since that AD was issued, analysis of the findings revealed that the cracks resulted from engine-induced loads during start-up, and ELIXIR AIRCRAFT developed an improved design.

For the reasons described above, this AD partially retains the requirements of the EASA AD 2024-0112-E, which is superseded, requires the replacement of all affected parts with serviceable parts, prohibits (re)installation of affected parts and introduces a life limit for the improved engine mount.

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:

Inspections:

- (1) For Group 1 aeroplanes: Before next flight after 14 June 2024 [the effective date of EASA AD 2024-0112-E], and, thereafter, at intervals not to exceed 25 flight hours (FH), accomplish a DET of the affected part in accordance with the instructions of the ASB (see Note 1 of this AD).

Note 1: The action(s) required by paragraph (1) of this AD may be accomplished by the pilot-owner under the provisions of Annex I paragraph M.A.803 or Annex Vb paragraph ML.A.803 of Regulation (EU) No 1321/2014, as applicable.

Corrective Action(s):

- (2) If, during any inspection as required by paragraph (1) of this AD, accomplished before the effective date of this AD, any crack is detected, before next flight, replace the affected part with with an affected part which is new (never previously installed on an aeroplane), in accordance with the instructions of the ASB .
- (3) If, during any inspection as required by paragraph (1) of this AD, accomplished on the effective date of this AD or later, any crack is detected, before next flight, replace the affected part with a serviceable part, as defined in this AD, in accordance with the instructions of the Modification SB, as defined in this AD. Following this replacement, the aeroplane is considered to be a Group 2 aeroplane.



Replacement:

- (4) For Group 1 aeroplanes: Unless already done as required by paragraph (3) of this AD, within 14 months or before exceeding 110 FH, whichever occurs first after the effective date of this AD, replace the affected part with a serviceable part in accordance with the instructions of the Modification SB. Following this replacement, the aeroplane is considered to be a Group 2 aeroplane.

Terminating Action:

- (5) Replacement on an aeroplane of the affected part with a serviceable part, as required by paragraph (3) or (4) of this AD, as applicable, constitutes terminating action for the repetitive inspections as required by paragraph (1) of this AD for that aeroplane.

Part(s) Installation:

- (6) For Group 1 and Group 2 aeroplanes: From the effective date of this AD, do not install an affected part on any aeroplane.

Life Limit:

- (7) For Group 2 aeroplanes: Before a serviceable part exceeds 21 000 FH since first installation on an aeroplane, replace that serviceable part with a serviceable part which is new, or has accumulated less than 21 000 FH since first installation on an aeroplane.

Ref. Publications:

ELIXIR AIRCRAFT ASB-633-003 at Revision 01 dated 06 June 2024 or Revision 02 dated 06 June 2024 or Revision 03 dated 11 June 2024.

ELIXIR AIRCRAFT SB-633-031 initial issue (Revision 00) dated 16 July 2025.

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 13 August 2025.
2. Enquiries regarding this PAD should be referred to the EASA Safety 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: Elixir Aircraft, Aéroport de La Rochelle - Ile de Ré, Rue du Jura, 17 000 La Rochelle, France; E-mail: airworthiness@elixir-aircraft.com.

