



Airworthiness Directive

AD No.: 2018-0138

Issued: 28 June 2018

Note: This Airworthiness Directive (AD) 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.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EC) 216/2008, Article 14(4) exemption].

Design Approval Holder's Name:

AIRBUS

Type/Model designation(s):

A380 aeroplanes

Effective Date: 12 July 2018

TCDS Number(s): EASA.A.110

Foreign AD: Not applicable

Supersedure: None

ATA 71 – Powerplant – Forward Engine Mount Shackle Assembly – Inspection

Manufacturer(s):

Airbus

Applicability:

Airbus A380-861 aeroplanes, all manufacturer serial numbers.

Definitions:

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

The SB: Airbus Service Bulletin (SB) A380-71-8015.

Reason:

Occurrences have been reported on forward engine mount shackle assemblies of finding quality defects, as a result of which the safety tabs of the lower lugs had not been engaged. The shackle for Engine Alliance GP7200 engines is not systematically removed and consequently, it is not regularly inspected, prior to engine (re)installation on an aeroplane.

This condition, if not detected and corrected, could lead to in-flight loss of an engine, possibly resulting in reduced control of the aeroplane and injury to persons on the ground.

To address this potential unsafe condition, Airbus issued the SB to provide inspection instructions.



For the reasons described above, this AD requires a one-time special detailed inspection (SDI) of the forward engine mount shackle assemblies and safety tabs, and, depending on findings, the accomplishment of applicable corrective action(s).

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

Required as indicated, unless accomplished previously:

Inspection(s):

- (1) Within the compliance time specified in Table 1 of this AD, as applicable, accomplish an SDI of the forward engine mount shackle assembly and safety tabs of each engine installation in accordance with the instructions of the SB.

Table 1 – SDI of Forward Engine Mount Shackle Assemblies / Safety Tabs

Flight Cycles (FC) Accumulated	Compliance Time
3 000 FC or more, but less than 3 500 FC	Before exceeding 3 800 FC
3 500 FC or more	Within 300 FC after the effective date of this AD

Note 1: Unless otherwise specified, the FC indicated in Table 1 of this AD are those accumulated by the forward engine mount shackle assembly since its first installation on an aeroplane. In case these FC are unknown, the FC accumulated by the affected engine since its first installation on an aeroplane apply.

Corrective Action(s):

- (2) If, during the SDI as required by paragraph (1) of this AD, any discrepancy is detected, depending on findings, within the applicable compliance time specified in Table 2 of this AD, remove the affected engine and repair the affected forward engine mount shackle assembly in accordance with the instructions of the SB, or, before next flight, contact Airbus for approved instructions and accomplish those instructions accordingly.

Table 2 – Repair Action(s)

Finding(s)		Compliance Time
A	One safety tab per each lower lug is engaged <u>and</u> no shackle migration is found on the bearing case <u>and</u> no secondary load path activation has occurred	Within 300 FC
B	Any discrepancy exceeding the minimum conditions specified in A above	Before next flight

Credit:

- (3) For any front engine mount shackle assembly, for which it can be demonstrated that it was removed/reinstalled since aeroplane first flight, no action is required by this AD.

Ref. Publications:

Airbus SB A380-71-8015 original issue, dated 16 April 2018.



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

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. This AD was posted on 29 May 2018 as PAD 18-076 for consultation until 19 June 2018. No comments were received during the consultation period.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the [EU aviation safety reporting system](#).
5. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS - EIANA (Airworthiness Office), Telephone: +33 562 110 253; Fax: +33 562 110 307, E-mail: account.airworth-A380@airbus.com.

