

<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>
	<b>AD No.: 2015-0038</b>
	<b>Date: 04 March 2015</b> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>
<p>This AD is issued in accordance with EU 748/2012, Part 21.A.3B. In accordance with 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 [EU 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>	
<b>Design Approval Holder's Name:</b> AIRBUS	<b>Type/Model designation(s):</b> A318, A319, A320 and A321 aeroplanes
TCDS Number:	EASA.A.064
Foreign AD:	Not applicable
Supersedure:	None
<b>ATA 71</b>	<b>Powerplant – Forward Engine Mount – Inspection</b>
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	Airbus A318-111, A318-112, A319-111, A319-112, A319-113, A319-114, A319-115, A320-211, A320-212, A320-214, A320-215, A320-216, A321-111, A321-112, A321-211, A321-212 and A321-213 aeroplanes, all manufacturer serial numbers.
Reason:	<p>During a A320 Extended Service Goal (ESG) residual fatigue test, in which new loads were used, taking into account the results of the 2006 fleet survey, the CFM56-5A/5B forward engine mount experienced a failure before reaching the threshold/interval for the detailed inspection of that forward engine mount, as identified in Airbus A318/A319/A320/A321 Airworthiness Limitations Section (ALS) Part 2 (hereafter referred to in this AD as 'the ALS') task 712111-01. In case of total loss of the primary load path, the current maintenance requirements do not ensure the design integrity of the remaining structure.</p> <p>This condition, if not 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.</p> <p>For the reasons described above, this AD requires implementation of a reduced threshold and interval for the detailed inspections (DET) of the forward engine mount on both right hand (RH) and left hand (LH) sides, as specified in the ALS, task 712111-01.</p> <p>Once further investigations and test are completed, the threshold and interval of the ALS task 712111-01 will likely be modified accordingly.</p>
Effective Date:	18 March 2015

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> <li>(1) Before exceeding 800 flight cycles (FC) since aeroplane first flight, or since last DET in accordance with the ALS, task 712111-01, as applicable, or within 800 FC after the effective date of this AD, whichever occurs later, and, thereafter, at intervals not to exceed 800 FC, accomplish a DET of the forward engine mount on the aeroplane, both RH and LH sides (see Note).</li> <li>(2) If, during any DET as required by paragraph (1) of this AD, any discrepancy is detected, before next flight, replace the affected forward engine mount with a serviceable part (see Note).</li> </ol> <p>Note: Accomplishment of a DET as required by paragraph (1) of this AD, and replacement of a forward engine mount as required by paragraph (2) of this AD, in accordance with the instructions of Airbus A318/A319/A320/A321 AMM task 712111-210-040, is an acceptable method to comply with those requirements.</p> <ol style="list-style-type: none"> <li>(3) Replacement of a forward engine mount on an aeroplane as required by paragraph (2) of this AD does not constitute terminating action for the repetitive DET as required by paragraph (1) of this AD for that aeroplane.</li> <li>(4) Compliance with the requirements of this AD also constitutes compliance with the requirements of EASA <a href="#">AD 2013-0147</a>, when related to task 712111-01 as specified in the ALS.</li> </ol>
<p>Ref. Publications:</p>	<p>Airbus A318/A319/A320/A321 ALS Part 2, Revision 03, dated 27 October 2014.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks:</p>	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication.</li> <li>3. Enquiries regarding this AD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>4. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – Airworthiness Office – EIAS; Fax +33 5 61 93 44 51; E-mail: <a href="mailto:account.airworth-eas@airbus.com">account.airworth-eas@airbus.com</a>.</li> </ol>