



## Airworthiness Directive

**AD No.:** 2015-0229

**Issued:** 27 November 2015

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):

A319 and A320 aeroplanes

**Effective Date:** 11 December 2015

**TCDS Number(s):** EASA.A.064

**Foreign AD:** Not applicable

**Supersedure:** None

## ATA 71 – Power Plant – Forward Engine Mount Bolts – Inspection / Replacement

### Manufacturer(s):

Airbus (formerly Airbus Industrie)

### Applicability:

Airbus A319-113, A319-114, A320-211 and A320-212 aeroplanes, all manufacturer serial numbers.

### Reason:

A review of the maintenance instructions revealed that an incorrect torque value with wrong unit for the four forward engine mount pylon bolts was included in task 71-00-00-400-040-A01, "Installation of the power plant with Engine Positioner TWW75E", of the A320 family (CFMI) Aircraft Maintenance Manual (AMM), revision dated May 2013. It was determined that this AMM inconsistent torque unit affected the A319/A320 aeroplane equipped with CFM56-5A engines only.

Subsequently, AMM task 71-00-00-400-040-A01 was corrected to include the correct values in the August 2015 revision. During the period between these two AMM revisions, incorrect torque values may have been applied.

This condition, if not corrected, and if combined with induced maintenance damage, could lead to forward engine mount failure, possibly resulting in engine detachment and consequent reduced control of the aeroplane, damage to the aeroplane and/or injury to persons on the ground.



To address this potential unsafe condition, Airbus issued Alert Operators Transmission (AOT) A71N010-15 (hereafter referred to as “the AOT” in this AD), to provide instructions to check the torque values of the forward engine mount bolts.

For the reasons described above, this AD requires identification of CFM56-5A engines that were installed by using the incorrect torque data, verifying the proper torque value of the all four forward engine mount pylon bolts and, depending on findings, accomplishment of corrective action(s).

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

Required as indicated, unless accomplished previously:

- (1) Within 2 months after the effective date of this AD, accomplish the actions required by paragraphs (1.1), (1.2) and (1.3) of this AD, in accordance with the instructions of the AOT.
  - (1.1) Identify each engine that has been installed on the aeroplane in accordance with the instructions of AMM task 71-00-00-400-040-A01, using an AMM having a revision date between May 2013 and July 2015 (inclusive).  
A review of the aeroplane maintenance records is acceptable to make this determination, provided those records can be relied upon for the purpose of this requirement.
  - (1.2) For each engine installation, determined to be affected as required by paragraph (1.1) of this AD, check the torque values applied on the forward engine mount bolts in accordance with the instructions of paragraph (4.2.2) of the AOT.
  - (1.3) If, during the check as required by paragraph (1.2) of this AD, any bolt rotation is detected, before next flight, torque that bolt in accordance with the instructions of paragraph (4.2.3.1) of the AOT.
- (2) If, during the check as required by paragraph (1.2) of this AD, any bolt rotation is detected, during the next engine replacement, replace the forward engine mount bolts, nuts and washers, accomplish a fluorescent penetrant inspection and dimensional check of the affected forward engine mount platform pylon bolt holes and, depending on findings, accomplish all applicable corrective actions in accordance with the instructions of paragraph (4.2.3.2) of the AOT.
- (3) From the effective date of this AD, it is allowed to install a CFM56-5A engine on an aeroplane, provided that installation is accomplished using the torque values for forward engine mount bolts as required by this AD or as specified in the applicable AMM task at a revision dated August 2015, or a later revision.

**Ref. Publications:**

Airbus AOT A71N010-15 revision 00, dated 30 September 2015.

The use of later approved revisions of this 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. 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.
3. 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).
4. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS – Airworthiness Office – EIAS; Fax +33 5 61 93 44 51;  
E-mail: [account.airworth-eas@airbus.com](mailto:account.airworth-eas@airbus.com).

