



Emergency Airworthiness Directive

AD No.: 2018-0041-E

Issued: 09 February 2018

Note: This Emergency 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):

A320 and A321 aeroplanes

Effective Date: 09 February 2018

TCDS Number(s): EASA.A.064

Foreign AD: Not applicable

Supersedure: None

ATA 72 – Engine – Operational Restrictions

Manufacturer(s):

Airbus

Applicability:

Airbus A320-271N, A321-271N and A321-272N aeroplanes, all manufacturer serial numbers (MSN).

Definitions:

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

Affected engine: International Aero Engines model PW1127G-JM, or PW1127GA-JM, or PW1130G-JM, or PW1133G-JM, or PW1133GA-JM engines, having Engine Serial Number (ESN) P770450 or subsequent.

Reason:

Several occurrences of engine in-flight shut-down (IFSD) and Rejected Take-Off (RTO) have been reported on certain Airbus A320neo family aeroplanes. While investigation is ongoing to determine the root cause, preliminary findings indicate that the affected engines, which have high pressure compressor aft hub modification embodied from ESN P770450, are more susceptible to IFSD.

This condition, if not corrected, could lead to dual engine IFSD.



To address this potentially unsafe condition, Airbus issued Alert Operators Transmission (AOT) A71N014-18, providing instructions to de-pair the affected engines and discontinue Extended range Two-engine aeroplanes Operations (ETOPS) for aircraft fitted with affected engines.

For the reasons described above, this AD requires implementation of operational restrictions.

This AD is considered to be an interim action and further AD action may follow.

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

Required as indicated, unless accomplished previously:

Operational Restrictions:

- (1) Within 3 flight cycles (FC) from the effective date of this AD, do not operate an aeroplane having two affected engines installed.
- (2) Within 1 FC from the effective date of this AD, for an aeroplane having at least one affected engine(s) installed, ETOPS operations are not allowed.
- (3) Inserting a copy of this AD in the ETOPS Configuration, Maintenance and Procedures (CMP) of concerned aeroplane models and, thereafter, operating that aeroplane on ETOPS accordingly, is acceptable to comply with paragraph (2) of this AD.

Ref. Publications:

Airbus AOT A71N014-18 original issue, dated 09 February 2018.

The use of later approved revisions of 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. The results of the safety assessment have indicated the need for immediate publication and notification, without the full consultation process.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
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: account.airworth-eas@airbus.com.

