



## Airworthiness Directive

**AD No.:** 2021-0177R2

**Issued:** 27 May 2025

Note: This Airworthiness Directive (AD) 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.

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, or Annex Vb Part ML.A.301, as applicable, 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 Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

### Design Approval Holder's Name:

AIRBUS S.A.S.

### Type/Model designation(s):

A319, A320 and A321 aeroplanes

**Effective Date:** Revision 02: 03 June 2025  
Revision 01: 28 September 2021  
Original issue: 06 August 2021

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

**Foreign AD:** Not applicable

**Revision:** This AD revises EASA AD 2021-0177R1 dated 21 September 2021.

## ATA 29 – Hydraulic Power – Pylon / Engine Interface Rods – Inspection / Replacement

### Manufacturer(s):

Airbus

### Applicability:

Airbus A319-171N, A320-271N, A320-272N, A320-273N, A321-271N, A321-272N, A321-271NX and A321-272NX aeroplanes, all manufacturer serial numbers.

### Definitions:

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

**The AOT:** Airbus Alert Operators Transmission (AOT) A29N008-16.

**The SB:** Airbus Service Bulletin (SB) A320-29-1192.

**The MSB:** Airbus Modification SB A320-54-1054 Revision 01.

**Affected part:** Pylon/engine interface rods having Part Number (P/N) D0003107000000, P/N D0003107000200, P/N D0003107000400 or P/N D0003107000600.



**Serviceable part:** Pylon/engine interface rods, eligible for installation in accordance with Airbus instructions, which are not affected parts; or affected parts which are new (never previously installed); or affected parts that, before next flight after installation, passed an inspection as required by this AD, as applicable.

**Original rods:** Affected parts, having P/N D0003107000000 or P/N D0003107000200.

**Updated rods:** Affected parts, having P/N D0003107000400 or P/N D0003107000600.

**Groups:**

Group 1 aeroplanes are those which have original rods installed.

Group 2 aeroplanes are those which have updated rods installed, including those on which Airbus modification (mod) 163348 was embodied in production or those on which Airbus SB A320-29-1189 was embodied in service.

Group 3 aeroplanes are those not having any affected part installed. An aeroplane on which Airbus mod 171858 was embodied in production is considered a Group 3 aeroplane, provided that no affected parts has been installed since aeroplane date of manufacture.

Several pylon/engine interface rods are installed on an aeroplane; an aeroplane having original rods and updated rods installed is in both Group 1 and Group 2.

**Aeroplane date of manufacture:** The date of transfer of title (ownership) of the aeroplane at the time of first delivery to an operator, which is referenced in Airbus documentation.

**Reason:**

An occurrence was reported where, during inspection of the engines on an aeroplane, two original rods (as defined in this AD), installed to maintain an interface plate between pylon and nacelle, were found damaged at both rod-eye ends.

This condition, if not detected and corrected, could, in case of rod end rupture, lead to fuel pipe and hydraulic pipe chafing, possibly resulting in a fuel or hydraulic leak and consequent fire.

To address this potential unsafe condition, Airbus issued the AOT, providing instructions for repetitive inspections of the original rods, and designed updated rods (as defined in this AD), embodied in production with mod 163348, or in service through the accomplishment of Airbus SB A320-29-1189.

Following new findings on updated rods in service, Airbus published the SB, providing inspection instructions for the updated rods, and EASA issued AD 2021-0177, later revised to introduce clarifications, to require repetitive detailed inspections (DET) of affected parts and, depending on findings, replacement.

Since AD 2021-0177R1 was issued, Airbus issued the MSB which introduces a new pylon hydraulic plate rod.



For the reason described above, this AD is revised to introduce an optional terminating action to the repetitive inspection, as required by this AD, and to remove the reporting requirement.

#### **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:

#### **Inspection(s):**

- (1) For Group 1 aeroplanes: Before exceeding 750 flight hours (FH) since aeroplane date of manufacture, or within 375 FH after 06 August 2021 [the effective date of the original issue of this AD], whichever occurs later, and, thereafter, at intervals not exceeding 750 FH, accomplish a DET of each original rod in accordance with the instructions of the AOT.
- (2) For Group 2 aeroplanes: Before exceeding 750 FH, but not before accumulating 650 FH, since aeroplane date of manufacture, or since last installation of the updated rod, as applicable, or within 750 FH after 06 August 2021 [the effective date of the original issue of this AD], whichever occurs later, and, thereafter, at intervals not exceeding 1 500 FH, accomplish a DET of that updated rod, in accordance with the instructions of the SB.

#### **Corrective Action(s):**

- (3) If, during any inspection of an original rod as required by paragraph (1) of this AD, any defect is detected, as identified in the AOT, before next flight, replace that original rod with a serviceable part and accomplish the applicable corrective action(s) in accordance with the instructions of the AOT.
- (4) If, during any inspection of an updated rod as required by paragraph (2) of this AD, any defect is detected, as identified in the SB, before next flight, except as specified in paragraph (5) of this AD, replace that affected part with a serviceable part and accomplish the applicable corrective action(s) in accordance with the instructions of the SB, or contact Airbus for approved instructions and, within the compliance time(s) specified in those instructions, accomplish those instructions accordingly.
- (5) If, during any inspection of an updated rod as required by paragraph (2) of this AD, axial play/gap is detected not exceeding 1 mm, the part replacement, as required by paragraph (4) of this AD for that affected part, can be deferred until 100 FH after that inspection, provided that, within 24 hours before each flight (see Note 1 of this AD), the affected part passes a visual inspection in accordance with the instructions of the SB.

Note 1: Accomplishment of a daily visual inspection of the affected part in accordance with the instructions of the SB is acceptable to comply with the inspection requirement of paragraph (5) of this AD for that affected part.

#### **Terminating Action:**

- (6) For Group 1 and Group 2 aeroplanes: Modification of an aeroplane in accordance with the instructions of the MSB constitutes terminating action for the repetitive inspections as required by paragraphs (1) and (2) of this AD, as applicable, for that aeroplane. After this modification, the aeroplane is considered a Group 3 aeroplane.



**Reporting:**

(7) [DELETED].

**Part(s) Installation:**

(8) For Group 1 and Group 2 aeroplanes: It is allowed to install on an aeroplane an affected part, provided it is a serviceable part and that it is inspected within 750 FH after that installation and, thereafter, as required by paragraph (1) or (2) of this AD, as applicable. For updated parts, the first inspection after installation must not be accomplished before accumulating 650 FH since that installation (see Notes 2 and 4 of this AD).

Note 2: Removal of an affected part from an aeroplane and subsequent reinstallation of that affected part on the same aeroplane, accomplished during a single maintenance visit and without changing the rigging of that part, is not considered 'install' as specified in paragraph (7) of this AD.

(9) For Group 3 aeroplanes: From the effective date of this AD, a Group 3 aeroplane is not affected by the inspection requirements of this AD, provided that no affected part(s) are installed.

**Ref. Publications:**

Airbus AOT A29N008-16 original issue dated 03 January 2017, or Revision 01 dated 05 January 2017, or Revision 02 dated 23 January 2019.

Airbus SB A320-29-1189 original issue dated 17 December 2018.

Airbus SB A320-29-1192 original issue dated 31 May 2021, or Revision 01 dated 29 November 2022, or Revision 02 dated 11 December 2024.

Airbus SB A320-54-1054 Revision 01 dated 27 March 2025.

The use of later approved revisions of the above-mentioned documents 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 AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto: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](#). This may include reporting on the same or similar components, other than those covered by the design to which this AD 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.

5. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – Airworthiness Office – 1IASA; E-mail: [account.airworth-eas@airbus.com](mailto:account.airworth-eas@airbus.com) .

