



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 17-067

Issued: 06 June 2017

Note: This Proposed Airworthiness Directive (PAD) 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.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.

All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated..

Design Approval Holder's Name:

AIRBUS

Type/Model designation(s):

A318, A319, A320 and A321 aeroplanes

Effective Date: [TBD - standard: 14 days after AD issue date]

TCDS Number(s): EASA.A.064

Foreign AD: Not applicable

Supersedure: None

ATA 71 – Engine – Forward Engine Mount Main Beam Snout – Replacement

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:

A review of the maintenance instructions revealed that the Goodrich Aerospace CFM56-5B, Forward Engine Mount Component Maintenance Manual (CMM) 71-21-08, revision (rev.) 1 up to 46 (inclusive) repair 10 (Blend Repair-Beam Assembly Snout Diameter), provides instructions to blend the wear on the forward engine mount assembly, Part Number (P/N) P/N 642-2000-9, P/N 642-2000-13 or P/N 642-2000-25, creating an excessive gap between the bearing mono-ball and the snout of the forward engine mount main beam assembly, P/N 642-2006-501 or P/N 642-2006-503.

This condition, if not detected and corrected, could lead to in-flight failure of a forward engine mount and consequent detachment 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 Service Bulletin (SB) A320-71-1065 and SB A320-71-1066, and Goodrich Aerospace issued SB RA320171-159, providing instructions for an in-shop inspection(s) for the main beam snout and, depending on findings, applicable corrective action(s) and re-identification.

For the reason described above, this AD requires replacement of the affected forward engine mount main beam assemblies. As the same main beam assemblies are certified for CFM56-5A engine installation, this AD also applies to aeroplanes with that engine.

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

Required as indicated, unless accomplished previously:

Note 1: For the purpose of this AD, Airbus SB A320-71-1065 and SB A320-71-1066 are collectively referred to as “the applicable SB”.

Note 2: For the purpose of this AD, a forward engine mount main beam assembly, P/N 642-2006-501 or P/N 642-2006-503, is affected (hereafter referred to as ‘affected main beam’ in this AD) if no maintenance records are available to confirm the part has been never repaired, or if it was repaired in accordance with the instructions of Goodrich Aerospace CMM 71-21-08, rev. 1 to 46, repair 10, except those that, after that repair, passed a qualifying inspection (see Note 3 of this AD), and except those that, after that qualifying inspection, have been repaired in accordance with the instructions of Goodrich Aerospace SB RA320171-159, or in accordance with other approved instructions issued by Goodrich Aerospace.

Note 3: For the purpose of this AD, a qualifying inspection is an inspection in accordance with the instructions of Goodrich Aerospace SB RA320171-159, or, for CFM56-5B engines, an inspection in accordance with the instructions of Goodrich Aerospace CMM 71-21-08, rev. 47 or later, repair 10, or, for CFM56-5A engines, an inspection in accordance with the instructions of Goodrich Aerospace CMM 71-21-06, rev. 59 or later, repair 21.

Note 4: For the purpose of this AD, Group 1 are aeroplanes that, on the effective date of this AD, have an affected main beam (see Note 2 of this AD) installed. Group 2 are aeroplanes that, on the effective date of this AD, do not have any affected main beam installed.

Note 5: Aeroplanes with a date of manufacture after the effective date of this AD are Group 2.

Parts replacement

- (1) For Group 1 aeroplanes (see Note 4 of this AD), within 48 months, or 10 000 flight cycles, or 15 000 flight hours, whichever occurs first after the effective date of this AD, replace each affected main beam in accordance with the instructions of the applicable SB (see Note 1 of this AD).

Parts Installation

- (2) From the effective date of this AD, do not install on any aeroplane an affected main beam, or a forward engine mount assembly equipped with an affected main beam (see Note 2 of this AD).



Ref. Publications:

Airbus SB A320-71-1065 original issue, dated 01 December 2016.

Airbus SB A320-71-1066 original issue, dated 01 December 2016.

Goodrich Aerospace SB RA32071-159 original issue, dated 20 November 2016.

The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.

Remarks:

1. This Proposed AD will be closed for consultation on 04 July 2017.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. 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.

