



Airworthiness Directive

AD No.: 2017-0132R1

Issued: 22 November 2017

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):

A318, A319, A320, and A321 aeroplanes

Effective Date: Revision 1: 22 November 2017
Original issue: 10 August 2017

TCDS Number(s): EASA.A.064

Foreign AD: Not applicable

Revision: This AD revises EASA AD 2017-0132 dated 27 July 2017.

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 RA32071-159, providing instructions for an in-shop inspection(s) for the main beam snout and, depending on findings, applicable corrective action(s) and re-identification.

Consequently, EASA issued AD 2017-0132, requiring replacement of the affected forward engine mount main beam assemblies. As the same main beam assemblies are certified for CFM56-5A engine installation, that AD also applied to aeroplanes with that engine.

Since that AD was issued, it was determined that, for aeroplanes equipped with an affected forward engine mount main beam assembly, installation of an affected assembly can still be allowed until replacement, as required by this AD.

For the reason described above, this AD is revised accordingly.

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 never been 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 RA32071-159, 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 RA32071-159, 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 10 August 2017 [the effective date of the original issue of this AD], had an affected main beam (see Note 2 of this AD) installed. Group 2 are aeroplanes that, on 10 August 2017, did not have any affected main beam installed.

Note 5: Aeroplanes with a date of manufacture after 10 August 2017 [the effective date of the original issue 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 10 August 2017 [the effective date of the



original issue 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) 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), as required by paragraph (2.1) or (2.2) of this AD, as applicable.

(2.1) For a Group 1 aeroplane: After modification of that aeroplane as required by paragraph (1) of this AD.

(2.2) For a Group 2 aeroplane: From 10 August 2017 [the effective date of the original issue 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. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. The original issue of this AD was posted on 06 June 2017 as PAD 17-067 for consultation until 04 July 2017. The Comment Response Document can be found at <http://ad.easa.europa.eu> in the compressed (zipped) file attached to the record for this AD.
3. Enquiries regarding this AD should be referred to the Safety Information Section, Certification Directorate, EASA. 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.

