



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 18-091

Issued: 10 July 2018

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):

A319 and A320 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 – Powerplant – CFM56-5A Engine Mount Crossbeam – Replacement [Life Limitation]

Manufacturer(s):

Airbus (formerly Airbus Industrie)

Applicability:

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

Definitions:

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

The SB: Airbus Service Bulletin (SB) A320-71-1073.

Affected crossbeam: Forward engine mount crossbeams having Part Number (P/N) 238-0204-501, including any crossbeams where the P/N cannot be identified.

Crossbeam accumulated life: Number of flight cycles (FC) accumulated by an affected crossbeam since first installation on aeroplane, based on maintenance records, or determined in accordance with the instructions of the SB, or using the Monte Carlo counting method in accordance with Airbus In-Service Information (ISI) 00.05.00002. For an affected crossbeam where the P/N and/or



the date of manufacture cannot be identified, the accumulated life must be determined in accordance with the Life Estimation Tables included in Appendix 03 of the SB, assuming a date of manufacture before 04 February 1992.

Reason:

The forward engine mount crossbeam of the CFM56-5A engine, P/N 238-0204-501, is made of Titanium. A life limit of 64 000 FC has been demonstrated. Due to potential transferability of a crossbeam from one aeroplane to another, it is necessary to track the life of this part and to remove it before exceeding the life limit.

This condition, if not corrected, could lead to forward engine mount crossbeam failure, possibly resulting in engine detachment in flight and consequent reduced control of the aeroplane.

To address this potential unsafe condition, Airbus published the SB, providing instructions to identify the P/N of the crossbeam installed on an aeroplane and to remove affected crossbeam before exceeding the life limit. Airbus also issued SB A320-71-1076, providing modification instructions for installation of improved forward engine mount crossbeams.

For the reason described above, this AD requires the implementation of the new life limit for the affected crossbeams.

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

Required as indicated, unless accomplished previously:

Modification:

- (1) Before the 'crossbeam accumulated life' exceeds 64 000 FC, replace each affected crossbeam in accordance with the instructions of the SB.

Modification:

- (2) Modification of an aeroplane in accordance with the instruction of Airbus SB A320-71-1076 is acceptable to comply with the requirements of paragraph (1) of this AD, provided that, following modification, no affected crossbeam is installed on that aeroplane.

Parts Installation:

- (3) From the effective date of this AD, except as required by paragraph (1) of this AD, it is allowed to install on any aeroplane an affected crossbeam having P/N 238-0204-501, provided it has accumulated less than 64 000 FC since first installation on an aeroplane.
- (4) From the effective date of this AD, do not install on any aeroplane an affected crossbeam having unknown life, or a crossbeam where the P/N cannot be identified.

Note: For the purpose of paragraph (4) of this AD, removal of a crossbeam (e.g. for maintenance purposes) from an aeroplane and, within the same maintenance visit, subsequent re-installation of that crossbeam on the same aeroplane, is not considered 'installation'.

Ref. Publications:

Airbus SB A320-71-1073 original issue dated 08 June 2018.



Airbus SB A320-71-1076 original issue dated 08 June 2018.

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 07 August 2018.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, can be reported to the [EU aviation safety reporting system](#).
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

