



# Notification of a Proposal to issue an Airworthiness Directive

**PAD No.: 22-013**

**Issued: 16 February 2022**

Note: This Proposed Airworthiness Directive (PAD) [Cancellation Notice (CN)] 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.

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):**

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 – Power Plant – Aft Engine Mount Secondary Load Path – Inspection

**Manufacturer(s):**

Airbus

**Applicability:**

Airbus A321-251N, A321-251NX, A321-252N, A321-252NX, A321-253N and A321-253NX aeroplanes, all manufacturer serial numbers.

**Definitions:**

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

**The SB:** Airbus Service Bulletin (SB) A320-71-1090.

**DET:** Detailed inspection (DET) of aft engine mount left-hand and right-hand side secondary load path clearance and fail safe pin, in accordance with the instructions of the SB.

**Reason:**

Design review determined that the engine fail safe lug may not be able to sustain, during one inspection interval as currently specified in the Airworthiness Limitations Section, the loads deriving from the engagement of the secondary load path.



This condition, if not detected and corrected, could lead to engine mount rupture, possibly resulting in engine loss during flight and loss of control of the aeroplane.

To address this potential unsafe condition, Airbus issued the SB, as defined in this AD, providing instructions for repetitive DET, in addition to the inspections per airworthiness limitation item (ALI) task 712232-01-1.

For the reasons described above, this AD requires repetitive DET and, depending on findings, accomplishment of corrective actions.

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

Required as indicated, unless accomplished previously:

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

- (1) Within 11 000 flight cycles (FC) since last installation of an engine on an aeroplane, or since last engine mount inspection as per ALI task 712232-01-1, or since aeroplane first flight, whichever occurs later, and, thereafter, at intervals not exceeding 11 000 FC, accomplish a DET of that engine.
- (2) After replacing an engine on an aeroplane, the next repeat inspection as required by paragraph (1) of this AD for that engine can be postponed until 11 000 FC since that engine installation.

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

- (3) If, during any inspection as required by paragraph (1) of this AD, discrepancies are detected, as defined in the SB, or aft engine mount parts are found broken, before next flight, replace the engine in accordance with the instructions of the SB, and contact Airbus for approved instructions and, within the compliance time specified therein, accomplish those instructions accordingly.

#### **Terminating Action:**

- (4) None.

#### **Ref. Publications:**

Airbus SB A320-71-1090 original issue dated 30 July 2021.

The use of later approved revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.

#### **Remarks:**

1. This Proposed AD will be closed for consultation on 16 March 2022.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto: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](#). This may include reporting on the same or similar components, other than those covered by the design to which this PAD 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.

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

