EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2014-0258 **Date: 28 November 2014** Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, 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 EU 748/2012, Part 21.A.3B. In accordance with EC 2042/2003 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 [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].

Design Approval Holder's Name:	**Type/Model designation(s):**
AIRBUS	A319 and A320 aeroplanes

TCDS Number:	EASA.A.064
Foreign AD:	Not applicable
Supersedure:	None

ATA 71	**Power Plant – Aft Engine Mount Bolts – Re-Torque**
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	Airbus A319-113, A319-114, A320-211 and A320-212 aeroplanes, all manufacturer serial numbers.
Reason:	In the Aircraft Maintenance Manual (AMM) revision dated May 2013, a wrong torque value was added in AMM task 71-00-00-400-040-A01 "Installation of the power plant with Engine Positioner TWW75E". Temporary Revisions (TR) dated March 2014 were published by Airbus to correct the information and with AMM revision dated May 2014, Task 71-00-00-400-040-A01 was corrected to include the correct values. Notwithstanding those actions, static and fatigue analyses have concluded that this under-torque scenario negatively impacts the assembly performance, reducing the aft mount capability. This condition, if not corrected and if combined with any maintenance damage, could lead to aft engine mount failure, possibly resulting in engine detachment and consequent reduced control of the aeroplane. For the reasons described above, this AD requires identification of CFM56-5 engines (those listed in TCDS EASA.E.067) that were installed by using the wrong torque data of AMM instructions mentioned above and re-torque of the four aft mount pylon bolts of those engines.
Effective Date:	12 December 2014

Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) Within 6 months or 1 500 flight cycles, whichever occurs first after the effective date of this AD, accomplish the following actions in accordance with the instructions of Airbus Service Bulletin (SB) A320-71-1063, as required by paragraphs (1.1) and (1.2) of this AD. (1.1) Determine whether an engine has been installed on the aeroplane by reference to instructions of AMM task 71-00-00-400-040-A01 dated May 2013 or later (except as specified in paragraph (2) of this AD) during which a wrong torque value was applied to the aft engine mount bolts. A review of the aeroplane maintenance records is acceptable to make this determination, provided those records can be relied upon for the purpose of this requirement. (1.2) For each engine installation, determined as required by paragraph (1.1) of this AD, apply a re-torque of the aft engine mount bolts to the correct value as published in AMM revision dated May 2014 or later revision, and in AMM TR dated March 2014. (2) From the effective date of this AD, it is allowed to install a CFM56-5 engine on an aeroplane, provided this is done in accordance with the instructions as specified in an AMM TR dated March 2014, or an AMM revision dated May 2014, or a later revision.
Ref. Publications:	Airbus SB A320-71-1063 original issue dated 13 August 2014. The use of later approved revisions of this document 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. This AD was posted on 28 October 2014 as PAD 14-158 for consultation until 25 November 2014. The Comment Response Document can be found at http://ad.easa.europa.eu/. 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.