

EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE	
	PAD No.: 12-161 Date: 21 December 2012 Note: This Proposed Airworthiness Directive (PAD) 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.	
	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 closing date indicated.	
Design Approval Holder's Name: AIRBUS		Type/Model designation(s): A318, A319, A320 and A321 aeroplanes
TCDS Number: EASA.A.064		
Foreign AD: Not applicable		
Supersedure: None		
ATA 71	Powerplant – CFM56-5/-5B – Aft Engine Mount Retainers – Inspection / Replacement	
Manufacturer(s):	Airbus (formerly Airbus Industries)	
Applicability:	Airbus A318-111, A318-112, A319-111, A319-112, A319-113, A319-114, A319-115, A320-111, 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:	During in-service inspections, several aft engine mount retainers, fitted on aeroplanes equipped with CFM56-5/5B engines, have been found broken. The results of the investigations highlight that two different types of surface finish have been applied, and that dull finish (non-conforming) adversely affects the strength of the retainer with regard to fatigue properties of the part. The pins which attach the engine link to the aft mount are secured by two nuts; these nuts do not have a self-locking feature, this function being provided by the retainer brackets. In case of failure of the retainer bracket, the locking feature of the nuts of the inner and outer pins is lost; as a result these nuts could subsequently become loose. In case of full loss of the nuts, there is the potential to also lose the pins, in such an event the aft mount link will no longer be secured to the aft engine mount. The same locking feature is used for the three link assemblies of the aft mount. For the reasons described above, this AD requires a one-time detailed visual	

	inspection (DVI) of the aft engine mount to identify the affected non-conforming retainers and replace these with serviceable retainers. This AD also prohibits installation of any dull finish aft engine mount retainers.
Effective Date:	[TBD: 14 days after final AD issue date]
Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) Within 3 months after the effective date of this AD, accomplish a DVI of the aft engine mount retainers in accordance with instructions of Airbus AOT A71N001-12 Revision 01. (2) If, during the inspection as required by paragraph (1) of this AD, any installed non-conforming aft engine mount retainer is found without cracks or not failed, repeat the inspection as required by paragraph (1) of this AD at interval not exceeded 25 Flight Cycles and replace all non-conforming retainers within 50 Flight Cycles from first inspection in accordance with instructions of Airbus AOT A71N001-12 Revision 01. (3) If, during the inspection as required by paragraph (1) of this AD, any installed aft engine mount retainer is found cracked or failed, replace before next flight all affected aft engine mount retainers in accordance with instructions of Airbus AOT A71N001-12 Revision 01. (4) Aeroplanes from MSN 4942 and higher have been delivered by Airbus with non-affected retainers, these aeroplanes on which no engines and/or no aft engine mount retainers have been removed since first flight, are not affected by the requirements of paragraph (1) of this AD. (5) From the effective date of this AD, do not install any non-conforming aft engine mount retainer on an aeroplane. The instructions of Airbus AOT A71N001-12, or those of Goodrich Service Bulletin (SB) RA32071-146, can be used to verify the correct finish of the part.
Ref. Publications:	Airbus AOT A71N001-12 Revision 01 dated 09 August 2012. Goodrich SB RA32071-146 Revision 2, dated 26 July 2012 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 18 January 2013. 2. Enquiries regarding this PAD should be referred to the Safety Information Section, Executive Directorate, EASA. 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.