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## AIRWORTHINESS DIRECTIVE

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On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/A320/203 and issues the following AD under subregulation 39.001(1) of CASR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

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### Airbus Industrie A319, A320 and A321 Series Aeroplanes

**AD/A320/203  
Amdt 1**

**Forward Engine Mount Bolts**

**4/2007**

Applicability: Model A318-111 and -112;

Model A319-111, -112, -113, -114 and -115;

Model A320-111, -211, -212, -214, -215 and -216; and,

Model A321-111, -112, -211, -212, and -213 aircraft;

All serial numbers, and which have CFM International CFM56-5A or CFM56-5B series engines installed.

Requirement: Action in accordance with the requirements of EASA Emergency AD 2007-0036R1.

*Note: Airbus All Operator Telex (AOT) A320-71A1042 Revision 01 and Goodrich All Operator Letter (AOL) CFM56-074 Revision 1, or later EASA approved revision, refer.*

Compliance: As specified in the Requirement document, with a revised effective date of 21 February 2007.

The compliance time remains unchanged by this issue of the Directive.

This Amendment becomes effective on 12 April 2007.

Background: From May 2006, the forward engine mount removal and installation procedures (AMM, ESM, QECKIM) have been undated to add removal and installation of the support assemblies. These updates have inadvertently introduced torque value errors for the bolts that attach the forward engine mount to the engine; and if applied, could result in rupture of bolts and failure of the support assembly due to overtightened bolts, or reduced safe life of the secondary thrust load path due to low torque on monoball housing bolts.

**Airbus Industrie A319, A320 and A321 Series Aeroplanes**

AD/A320/203 Amdt 1 (continued)

Amendment 1 is issued in response to a revision of the related EASA AD, which further clarifies that the paragraph (2) requirement is limited to aircraft on which erroneous maintenance data has been used to torque the forward engine mount bolts.



David Villiers  
Delegate of the Civil Aviation Safety Authority

1 March 2007