



## Airworthiness Directive

**AD No.:** 2017-0132R2

**Issued:** 03 August 2021

Note: This Airworthiness Directive (AD) 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.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 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 [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EC) 216/2008, Article 14(4) exemption].

### Design Approval Holder's Name:

AIRBUS

### Type/Model designation(s):

A318, A319, A320 and A321 aeroplanes

**Effective Date:** Revision 2: 10 August 2021  
Revision 1: 22 November 2017  
Original issue: 10 August 2017

**TCDS Number(s):** EASA.A.064

**Foreign AD:** Not applicable

**Revision:** This AD revises EASA AD 2017-0132R1 dated 22 November July 2017.

## ATA 71 – Engine – Forward Engine Mount Main Beam Snout – Replacement

### Manufacturer(s):

Airbus, formerly Airbus Industrie

### Applicability:

Airbus A318-111, A318-112, A319-111, A319-112, A319-113, A319-114, A319-115, 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.

### Definitions:

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

**The applicable SB:** Airbus Service Bulletin (SB) A320-71-1065 and SB A320-71-1066.

**Affected main beam:** Any forward engine mount main beam assembly, Part Number (P/N) 642-2006-501 or P/N 642-2006-503, if no maintenance records are available to confirm the part has never been repaired, or if it was repaired in accordance with the instructions of Goodrich Aerospace Component Maintenance Manual (CMM) 71-21-08, rev. 1 to 46, repair 10; except those that, after that repair, passed a qualifying inspection (as defined in this AD), and those that, after that qualifying inspection, have been repaired in accordance with the instructions of Goodrich



Aerospace SB RA32071-159, or in accordance with other approved instructions issued by Goodrich Aerospace.

**Qualifying inspection:** An inspection in accordance with the instructions of Goodrich Aerospace SB RA32071-159, or, for CFM56-5B engines, an inspection in accordance with the instructions of Goodrich Aerospace CMM 71-21-08, rev. 47 or later, repair 10, or, for CFM56-5A engines, an inspection in accordance with the instructions of Goodrich Aerospace CMM 71-21-06, rev. 59 or later, repair 21.

**Groups:** Group 1 are aeroplanes that have an affected main beam installed.

Group 2 are aeroplanes that do not have any affected main beam installed. Aeroplanes with a date of manufacture after 10 August 2017 [the effective date of the original issue of this AD] are Group 2.

**Reason:**

A review of the maintenance instructions revealed that the Goodrich Aerospace CFM56-5B, Forward Engine Mount CMM 71-21-08, revision (rev.) 1 up to 46 (inclusive), repair 10 (Blend Repair-Beam Assembly Snout Diameter), provides instructions to blend the wear on the forward engine mount assembly, P/N 642-2000-9, P/N 642-2000-13 or P/N 642-2000-25, creating an excessive gap between the bearing mono-ball and the snout of the forward engine mount main beam assembly, P/N 642-2006-501 or P/N 642-2006-503.

This condition, if not detected and corrected, could lead to in-flight failure of a forward engine mount and consequent detachment of an engine, possibly resulting in reduced control of the aeroplane and injury to persons on the ground.

To address this potential unsafe condition, Airbus issued SB A320-71-1065 and SB A320-71-1066, and Goodrich Aerospace issued SB RA32071-159, providing instructions for in-shop inspection(s) for the main beam snout and, depending on findings, applicable corrective action(s) and re-identification.

Consequently, EASA issued AD 2017-0132 (later revised) to require replacement of the affected forward engine mount main beam assemblies. As the same main beam assemblies are certified for CFM56-5A engine installation, that AD also applied to aeroplanes with that engine.

Since AD 2017-0132R1 was issued, it was determined that the calendar compliance time can be extended.

For the reason described above, this AD is revised accordingly. This revised AD also introduces some editorial changes to update the document to the latest AD writing standards, but without affecting the requirements.

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

Required as indicated, unless accomplished previously:



**Parts Replacement:**

- (1) For Group 1 aeroplanes: Within 72 months, or 10 000 flight cycles, or 15 000 flight hours, whichever occurs first after 10 August 2017 [the effective date of the original issue of this AD], replace each affected main beam in accordance with the instructions of the applicable SB.

**Parts Installation:**

- (2) Do not install on any aeroplane an affected main beam, or a forward engine mount assembly equipped with an affected main beam, as required by paragraph (2.1) or (2.2) of this AD, as applicable.
  - (2.1) For a Group 1 aeroplane: After modification of that aeroplane as required by paragraph (1) of this AD.
  - (2.2) For a Group 2 aeroplane: From 10 August 2017 [the effective date of the original issue of this AD].

**Ref. Publications:**

Airbus SB A320-71-1065 original issue dated 01 December 2016, and Revision 01 dated 28 July 2017.

Airbus SB A320-71-1066 original issue dated 01 December 2016.

Goodrich Aerospace SB RA32071-159 original issue dated 20 November 2016.

The use of later approved revisions of these documents 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. The original issue of this AD was posted on 06 June 2017 as PAD 17-067 for consultation until 04 July 2017. The Comment Response Document can be found at <http://ad.easa.europa.eu> in the compressed (zipped) file attached to the record for this AD.
3. Enquiries regarding this AD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, 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 AD 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.



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

