



Airworthiness Directive

AD No.: 2020-0250

Issued: 11 November 2020

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 (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

AIRBUS

Type/Model designation(s):

A319, A320 and A321 aeroplanes

Effective Date: 25 November 2020

TCDS Number(s): EASA.A.064

Foreign AD: Not applicable

Supersedure: None

ATA 71 – Powerplant – Engine Mount Shackle – Replacement

Manufacturer(s):

Airbus, formerly Airbus Industrie

Applicability:

Airbus A319-171N, A320-271N, A320-272N, A320-273N, A321-271N, A321-272N, A321-271NX and A321-272NX aeroplanes, all manufacturer serial numbers.

Definitions:

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

The SB: Airbus Component Service Bulletin (SB) A320ENGMOUNT-71-1087.

Affected part: Forward (fwd) engine mount shackle assemblies, having Part Number (P/N) D7121513500xxx, where 'xxx' can be any numerical value.

Serviceable part: Any fwd engine mount shackle assembly which is not an affected part, including those having P/N D7121515000xxx, where 'xxx' can be any numerical value.

Affected engine mount: Fwd engine mount assemblies, having P/N D7121506500xxx (fitted with an affected part), where 'xxx' can be any numerical value.



Serviceable engine mount: Any fwd engine mount assembly which is not an affected engine mount, including those having P/N D7121514900xxx (fitted with a serviceable part), where 'xxx' can be any numerical value.

Aeroplane date of manufacture: The date of transfer of title (ownership) at the time of first delivery to an operator, which is referenced in Airbus documentation.

Groups: Group 1 aeroplanes are those that have an affected engine mount installed. Group 2 aeroplanes are those that do not have an affected engine mount installed. An aeroplane having embodied Airbus modification (mod) 163278 in production is a Group 2 aeroplane, provided the fwd engine mounts and shackle assemblies have not been replaced since aeroplane date of manufacture.

Reason:

During full scale fatigue test of fwd engine mounts, premature wear was identified on the affected parts and, during bearing replacement, the bearing lock washer was found broken.

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

To address this potential unsafe condition, Airbus designed improved upper and lower bearings (production mod 163278), and issued the SB, providing replacement instructions.

For the reason described above, this AD requires replacement of affected parts.

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

Required as indicated, unless accomplished previously:

Modification:

- (1) For Group 1 aeroplanes: Before an affected part of an engine mount accumulates 9 400 flight cycles (FC) since first installation on an aeroplane (see Notes 1 and 2 of this AD), replace the affected part of that engine mount with a serviceable part, and concurrently re-identify the engine mount in accordance with the instructions of the SB.

Note 1: If the FC accumulated by an affected part of an engine mount are unknown, the FC of that engine mount applies instead.

Note 2: If the complete life history of an affected part or engine mount is not known, the guidance specified in Airbus A318/A319/A320/A321 Airworthiness Limitations Section Part 1 Section 1 chapter 5.2 (traceability) can be used to determine the FC accumulated by the affected part.

- (2) Replacing an affected engine mount on an aeroplane with a serviceable engine mount, as defined in this AD, is an acceptable method to comply with the requirements of paragraph (1) of this AD for that engine mount on that aeroplane. This can be accomplished in accordance with the instructions of the Aircraft Maintenance Manual.



Parts Installation:

- (3) From the effective date of this AD, it is allowed to install on any aeroplane an affected part, or an engine mount fitted with an affected part, provided the affected part has not exceeded 9 400 FC since its first installation on an aeroplane (see Notes 1 and 2 of this AD) and that, following installation, the affected part is replaced as required by paragraph (1) of this AD, or the affected engine mount is replaced as specified in paragraph (2) of this AD.

Ref. Publications:

Airbus Component SB A320ENGMOUNT-71-1087 original issue dated 25 June 2020.

The use of later approved revisions of the above-mentioned 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 12 October 2020 as PAD 20-161 for consultation until 09 November 2020. The Comment Response Documents can be found in the [EASA Safety Publications Tool](#), in the compressed (zipped) file attached to the record for this AD.
3. Enquiries regarding this AD should be referred to the EASA Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: 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.

