



適航指令發布單

Airworthiness Directive Issuance Form

民航局 AD 編號 AD number	CAA-2017-07-014B	發布日期 Date issued	2021/8/10
適用之航空產品 Applied to (models, serial numbers or part numbers, as applicable)	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.		
主旨摘要	Engine - Forward Engine Mount Main Beam Snout - Replacement		
民航局 CAA <input type="checkbox"/> 本國產品 Native products <input type="checkbox"/> 其他個案 Other	設計國民航主管機構 Original Authorities <input type="checkbox"/> FAA <input checked="" type="checkbox"/> EASA <input type="checkbox"/> Brazil <input type="checkbox"/> Transport Canada Civil Aviation <input type="checkbox"/> DGAC <input type="checkbox"/> Germany LBA <input type="checkbox"/> CAA-NL <input type="checkbox"/> UK CAA <input type="checkbox"/> Japan CAB <input type="checkbox"/> CAA of Israel <input type="checkbox"/> Other _____		
	設計國 AD 編號 Original AD number	2017-0132R2	
	1. 直接採用原 AD 之內容?(Is the original AD directly adopted?) <input checked="" type="checkbox"/> 是(Yes) <input type="checkbox"/> 否(No) _ a. 生效日期另訂為(Re-specify the effective date as) : _____ b. 執行時限另訂為(Re-specify the compliance time or period as) : _____ <input type="checkbox"/>		
	2. 使用人是否需要將 AD 執行結果向民航局提出報告?(Do Users need to report the status of compliance to the CAA?) <input type="checkbox"/> 是(Yes) <input checked="" type="checkbox"/> 否(No)		
備註 Note	This AD revises EASA AD 2017-0132R1(CAA-2017-07-) dated 22 November July 2017.		
註： 1. AD 內容後附。 2. 航空器產品使用人得向民航局提出豁免、替代符合方法、執行時限之展延之申請。 3. 如有任何問題，請聯絡交通部民用航空局初始適航科。Tel：(02)2349-6331~3, Fax：(02)2545-8464, e-mail： adcaa@mail.caa.gov.tw Note： 1. The AD text is enclosed. 2. Exemption, an alternative method of compliance or adjustment of the compliance time may be proposed to the CAA for approval. 3. For further information, please contact Civil Aeronautics Administration on Tel：(02)2349-6331~3, Fax：(02)2545-8464, e-mail： adcaa@mail.caa.gov.tw			



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.
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.

