


EASA	AIRWORTHINESS DIRECTIVE
	<p style="text-align: center;">AD No.: 2007 – 0036R1</p> <p style="text-align: center;">Date: 27 February 2007</p>
No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.	
Type Approval Holder's Name : AIRBUS SAS	Type/Model designation(s) : A318, A319, A320 and A321 aircraft
TCDS Number: EASA A.064	
Foreign AD: Not applicable	
Revision / Supersedure: EASA Emergency AD 2007-0036-E dated 14 February 2007	
ATA 71	Power Plant – Forward Engine Mount Bolts – Inspection / Replacement / Retorque
Manufacturer(s):	AIRBUS, (formerly AIRBUS INDUSTRIE)
Applicability:	AIRBUS Models A318-111 and -112; A319-111, -112, -113, -114 and -115; A320-111, -211, -212, -214, -215 and -216; and A321-111, -112, -211, -212 and -213 aircraft, all serial numbers, which have CFM International CFM56-5A or CFM56-5B series engines installed.
Reason:	<p>From May 2006, the forward engine mount removal and installation procedures (AMM, ESM, QECKIM) have been updated 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. This condition, if not corrected, may have the following consequences:</p> <ul style="list-style-type: none"> - rupture of bolts and failure of the support assembly due to overtorqued bolts; - reduced safe life of the secondary thrust load path due to low torque on monoball housing bolts; <p>To prevent the above unsafe condition, this Airworthiness Directive (AD) mandates the inspection, replacement and re-torque of the affected bolts and adjustment of the torque values.</p> <p>The original Emergency AD 2007-0036-E is revised by this AD to further clarify that the requirement of paragraph (2) is limited to aircraft on which erroneous maintenance data has been used to torque the forward engine mount bolts.</p>
Effective Date:	16 February 2007 (effective date of Emergency AD 2007-0036-E)

<p>Compliance:</p>	<p>(1) From 16 February 2007, effective date of Emergency AD 2007-0036-E, it is the responsibility of the operators to ensure that:</p> <ul style="list-style-type: none"> - any maintenance on the engine mounts is performed in accordance with correct instructions as identified in the AIRBUS AOT A320-71A1042 Revision 01 and/or Goodrich AOL CFM56-074 Revision 1, or later approved revisions; and - any forward engine mount support assemblies fitted on an engine which is used as replacement has been fitted in accordance with correct instructions as identified in the AIRBUS AOT A320-71A1042 Revision 01 and/or Goodrich AOL CFM56-074 Revision 1, or later approved revisions; <p>(2) Not later than 08 March 2007 (20 days after the effective date of Emergency AD 2007-0036-E), for any forward engine mount support assembly that has been installed or maintained since May 2006 using the erroneous values given in the referenced maintenance documents, or where use of the correct values cannot be established, accomplish the following in accordance with instructions of AIRBUS All Operators Telex (AOT) A320-71A1042 Revision 01 and/or Goodrich AOL CFM56-074 Revision 1:</p> <ul style="list-style-type: none"> • Remove, inspect and discard the following forward engine mount bolts 77710-5H6 (AMM item 90) and NAS2815C15H (AMM item 85) where necessary. • If any bolts 77710-5H6 (AMM item 90) are found broken during the above inspection, replace the affected forward engine mount support assembly (AMM item 75). • Replace bolts 77710-5H6 (AMM item 90) and NAS2815C15H (AMM item 85) with new items and torque them to the correct value where necessary. • Re-torque 77458-7H21 bolts (AMM item 95) and NAS2816C7H (AMM item 50) to the correct value. <p>The following aircraft are exempt from the requirements of paragraph (2) of this directive:</p> <ul style="list-style-type: none"> • Aircraft on which no engine removal has been performed since aircraft delivery; • Aircraft previously inspected and rectified in accordance with AIRBUS AOT A320-71A1042 at Original Revision or Goodrich AOL CFM56-074 Revision 1 or Revision 0; <p>The alternative procedure given in AIRBUS AOT A320-71A1042 Revision 01 paragraph 4.2.3 is acceptable, provided that the nominal torque values specified in paragraph 4.2.1 and 4.2.2 are restored within 120 Flight Cycles.</p> <p>(3) Within 7 days after the inspection, report all findings to AIRBUS – Customer Services Department, contact details in the 'Remarks' section of this directive.</p>
<p>Ref. Publications:</p>	<p>AIRBUS All Operator Telex (AOT) A320-71A1042 Revision 01; and Goodrich All Operator Letter (AOL) CFM56-074 Revision 1; or later approved revisions of these documents.</p> <p>The maintenance documents containing the erroneous torque values are identified as follows:</p>

	<ul style="list-style-type: none">- AMM Revisions dated May 2006 and August 2006;- CFM56-5A ESM Revision dated July 2006;- CFM56-5B ESM Revisions dated May 2006 and September 2006; and- QECKIM documents as identified by number in the above-referenced Goodrich All Operator Letter (AOL) CFM56-074 Revision 1.
Remarks :	<ol style="list-style-type: none">1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Methods of Compliance (AMOCs) for this AD.2. The safety assessment has requested not to implement the full consultation process and an immediate publication and notification.3. Enquiries regarding this Airworthiness Directive should be referred to the AD Focal Point - Certification Directorate, EASA. E-mail: ADs@easa.europa.eu .4. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS Customer Services, Engineering and Technical Support, Telephone +33 (0) 5 62 11 04 48; Fax +33 (0) 5 61 93 36 14.