



# Safety Information Bulletin

## Airworthiness

**SIB No.: 2015-15**

**Issued: 31 August 2015**

### **Subject: Fan Cowl Door Loss Prevention**

#### **Ref. Publications:**

Airbus Operators Information Transmission (OIT) 999-0035/15 original issue, dated 04 May 2015.

#### **Applicability:**

All large transport aeroplanes, powered by turbojet or turbofan engines.

#### **Description:**

Several operators have reported the loss of fan cowl doors during the take-off phase. The majority of these events occurred on Airbus A320 family aeroplanes, powered by either CFM56 or V2500 engines, although similar events have also been reported on Boeing, Bombardier, Embraer, and Sukhoi aeroplanes.

In all reported occurrences, analysis shows that the latches of the fan cowl doors were either unlocked or not properly hooked and secured. This condition remained undetected during the exterior walk-around preceding departure, leading to air scooping and subsequent cowl separation.

There has been much effort to improve the detectability to ensure preventing such events. However, at this time, all measures rely largely upon the human factor that an unsecured fan cowl door should be detected by ground personnel or the flight crew during walk-around.

Up to now, opening of fan cowl doors is not systematically recorded in the aircraft logbook. Such a logbook entry would improve flight crew awareness to verify proper closure of the affected door(s) during the pre-flight exterior walk-around.

Airbus is currently working on a new design solution for the A320 family fleet, improving the identification of any fan cowl door not properly closed and latched. That modification is expected to be the subject of an Airworthiness Directive (AD) action under [EU 748/2012](#), Part 21.A.3B.

A [special condition for CS 25.1193](#) on Engine Cowl Retention was developed, which is implemented systematically on all new certification applications received since 2013.

#### **Recommendation(s):**

EASA recommends owners and operators to amend their pre-take-off procedures to ensure that all maintenance actions involving the opening/closing, removal and re-installation, or replacement of a fan cowl door is brought to the attention of the flight crew of the affected aeroplane before the next flight of that aeroplane.

In addition, EASA recommends design approval holders to consider amending the existing fan cowl door opening and closing procedures in the applicable aircraft maintenance manual (AMM) to make a record in the aircraft logbook each time these procedures have been applied and to communicate to operators to emphasize that applying these procedures is essential to avoid further events.

---

This is information only. Recommendations are not mandatory.



**Contact(s):**

For further information contact the EASA Safety Information Section, Certification Directorate.

E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).

For a copy of the Airbus OIT, or information on modifications, contact the applicable AIRBUS Airworthiness Office:

A300/A310: [continued.airworthiness-wb.external@airbus.com](mailto:continued.airworthiness-wb.external@airbus.com).

A318/A319/A320/A321: [account.airworth-eas@airbus.com](mailto:account.airworth-eas@airbus.com).

A330/A340: [airworthiness.A330-A340@airbus.com](mailto:airworthiness.A330-A340@airbus.com).

A380: [account.airworth-A380@airbus.com](mailto:account.airworth-A380@airbus.com).

Internet: <https://w3.airbus.com>.

---

This is information only. Recommendations are not mandatory.

