Airworthiness Directive

AD No.: 2016-0257

Issued: 16 December 2016

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 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: 30 December 2016

TCDS Number(s): EASA.A.064

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA 2016-0069 dated 11 April 2016.

ATA 71 – Power Plant – CFM56 Engines Fan Cowl Door Latch with Key and Flag – Modification

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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.

Reason:
Fan Cowl Door (FCD) losses were reported on aeroplanes equipped with CFM56 engines. Investigation results confirmed that in all cases the fan cowls were opened prior to the flight and were not correctly re-secured. During the pre-flight inspection, it was then not detected that the FCD were not properly latched.

This condition, if not detected and corrected, could lead to in-flight loss of a FCD, possibly resulting in damage to the aeroplane and/or injury to persons on the ground.

Prompted by these events, new FCD front latch and keeper assembly were developed, having a specific key necessary to un-latch the FCD. This key cannot be removed unless the FCD front latch is safely closed. The key, after removal, must be stowed in the flight deck at a specific location, as

instructed in the applicable Aircraft Maintenance Manual. Applicable Flight Crew Operating Manuals have been amended accordingly. After modification, the FCD is identified with a different Part Number (P/N). Airbus issued Service Bulletin (SB) A320-71-1068 to provide the modification instructions. Consequently, EASA issued AD 2016-0069 to require modification and re-identification of FCD.

After that AD was published, FCD P/N 238-0301-509 was identified as missing in the list of affected FCD P/N provided in the AD.

For the reasons described above, this AD retains the requirement of EASA AD 2016-0069, which is superseded, and expands the list of affected FCD P/N.

Required Action(s) and Compliance Time(s):
Required as indicated, unless accomplished previously:

Note 1: For the purpose of this AD, Group 1 are aeroplanes that, on the effective date of this AD, have FCD installed with a P/N identified as “old” in Table 1, Table 2, or Table 3 of this AD. Group 2 are aeroplanes that, on the effective date of this AD, have only FCD installed with a P/N identified as “new” in Table 1, Table 2, or Table 3 of this AD.

(1) Within 35 months after 25 April 2016 [the effective date of EASA AD 2016-0069], accomplish concurrently the actions as required by paragraphs (1.1), (1.2) and (1.3) of this AD, in accordance with the instructions of Airbus SB A320-71-1068.

(1.1) Modify the left hand (LH) and right hand (RH) sides FCD on both engines.

(1.2) Install a placard on the box located at the bottom of the 120 VU panel, or at the bottom of the coat stowage, as applicable to aeroplane configuration.

(1.3) Re-identify both FCD with the new P/N, as applicable, as specified in Table 1 and Table 2 (CFM56-5A) or Table 3 (CFM56-5B) of this AD.

Table 1 – Fan Cowl Door LH Side P/N Change – CFM56-5A Engines

Old P/N	New P/N		Old P/N	New P/N
238-0301-501	238M0301-501		238-0301-517	238M0301-517
238-0301-503	238M0301-503		238-0301-519	238M0301-519
238-0301-505	238M0301-505		238-0301-521	238M0301-521
238-0301-507	238M0301-507		238-0301-523	238M0301-523
238-0301-509	238M0301-509		238-0301-525	238M0301-525
238-0301-511	238M0301-511		238-0301-527	238M0301-527
238-0301-513	238M0301-513		238-0301-529	238-0301-533
238-0301-515	238M0301-515		238-0301-531	238-0301-535

Table 2 – Fan Cowl Door RH Side P/N Change – CFM56-5A Engines

Old P/N	New P/N		Old P/N	New P/N
238-0302-501	238M0302-501		238-0302-525	238M0302-525
238-0302-503	238M0302-503		238-0302-527	238M0302-527
238-0302-505	238M0302-505		238-0302-529	238M0302-529
238-0302-509	238M0302-509		238-0302-531	238M0302-531
238-0302-511	238M0302-511		238-0302-533	238M0302-533
238-0302-513	238M0302-513		238-0302-535	238M0302-535
238-0302-515	238M0302-515		238-0302-537	238M0302-537
238-0302-517	238M0302-517		238-0302-539	238-0302-547
238-0302-519	238M0302-519		238-0302-541	238-0302-549
238-0302-521	238M0302-521		238-0302-543	238-0302-551
238-0302-523	238M0302-523		238-0302-545	238-0302-553

Table 3 – Fan Cowl Door P/N Change – CFM56-5B Engines

Door Position	Old P/N	New P/N
LH Side	642-3001-503	642M3001-503
	642-3001-505	642M3001-505
	642-3001-507	642-3001-511
	642-3001-509	642-3001-513
RH Side	642-3002-503	642M3002-503
	642-3002-505	642M3002-505
	642-3002-507	642M3002-507
	642-3002-509	642M3002-509
	642-3002-511	642-3002-519
	642-3002-513	642-3002-521
	642-3002-515	642-3002-523
	642-3002-517	642-3002-525

(2) Replacing the FCDs, having a P/N listed as “old” in Table 1 or Table 2 or Table 3 of this AD, as applicable, on an aeroplane with FCDs having the corresponding P/N listed as “new” in Table 1 or Table 2 or Table 3 of this AD, is equal to compliance with paragraphs (1.1) and (1.3) of this AD for that aeroplane.

(3) An aeroplane on which Airbus modification (mod) 157517 has been embodied in production, is compliant with the requirements of paragraphs (1.1) and (1.3) of this AD, provided it is determined, on the effective date of the AD, that no FCD, having a P/N identified as “old” in Table 1, Table 2 or Table 3 of this AD, as applicable, is installed on that aeroplane.

(4) An aeroplane on which Airbus mod 157519 or mod 157521 has been embodied in production is compliant with the requirements of paragraph (1.2) of this AD.

(5) Do not install on any aeroplane a FCD, having a P/N identified as “old” in Table 1 or Table 2 or Table 3 of this AD, as required by paragraph (5.1) or (5.2) of this AD, as applicable.

(5.1) Group 1 aeroplanes (see Note 1 of this AD): After modification of that aeroplane as required by paragraph (1) of this AD.

(5.2) Group 2 aeroplanes (see Note 1 of this AD): From the effective date of this AD.

(6) Installation on an aeroplane of RH and LH FCD, having a P/N approved after the effective date of this AD, is equal to compliance with the requirements of paragraphs (1.1) and (1.3) of this AD for that aeroplane, provided the conditions as specified in paragraphs (6.1) and (6.2) of this AD are met.

(6.1) The P/N must be approved by EASA, or approved under Airbus Design Organisation Approval (DOA).

(6.2) The installation must be accomplished in accordance with aeroplane modification instructions approved by EASA, or approved under Airbus DOA.

Ref. Publications:
Airbus SB A320-71-1068 original issue dated 18 December 2015, or Revision 01, dated 28 April 2016.

The use of later approved revisions of this 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 07 November 2016 as PAD 16-155 for consultation until 05 December 2016. No comments were received during the consultation period.

3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.

4. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – Airworthiness Office – EIAS; Fax +33 5 61 93 44 51;
E-mail: account.airworth-eas@airbus.com.