Airworthiness Directive

AD No.: 2020-0148

Issued: 06 July 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: 20 July 2020

TCDS Number(s): EASA.A.064

Foreign AD: Not applicable

Supersedure: None

ATA 28 – Fuel – Low Pressure Shut Off Valve – Inspection

Manufacturer(s):

Airbus, formerly Airbus Industrie

Applicability:

Airbus A319-115, A319-153N, A320-214, A320-216, A320-232, A320-251N, A320-252N, A320-271N, A320-273N, A321-211, A321-231, A321-251N, A321-251NX, A321-252NX, A321-253N, A321-253NX, A321-271N, A321-271NX and A321-272N aeroplanes, all manufacturer serial numbers as listed in the AOT.

Definitions:

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

Affected part: Low pressure shut off valves on engine #1 and engine #2 pylon area.

The AOT: Airbus Alert Operators Transmission (AOT) A28N007-20 Revision 01.

Reason:

Fuel leaks at the interface of the affected part have been reported on aeroplanes in service. Investigation results determined that the most likely cause is an improper installation of affected parts during production, and identified a batch of aeroplanes possibly affected.

This condition, if not detected and corrected, could lead to fuel spillage in a hot area, possibly resulting in fire on an engine pylon.

To address this potential unsafe condition, Airbus issued the AOT to provide instructions for a detailed inspection (DET) of affected parts and corrective actions.

For the reason described above, this AD requires a one-time DET of each affected part and, depending on findings, accomplishment of applicable corrective action(s).

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

Required as indicated, unless accomplished previously:

Inspection(s):

(1) Within 750 flight hours, 750 flight cycles, or 4 months, whichever occurs first after the effective date of this AD, accomplish a DET of each affected part in accordance with the instructions of the AOT.

Corrective Action(s):

(2) If, during the DET as required by paragraph (1) of this AD, deficiencies (as defined in the AOT) are found on an affected part, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the AOT.

(3) If, during the DET as required by paragraph (1) of this AD, no deficiencies (as defined in the AOT) are found on an affected part, before next flight, accomplish a torque check of the mounting bolts of that affected part and close-up action(s) in accordance with the instructions of the AOT.

Credit:

(4) Inspection(s) and corrective action(s) on an aeroplane, accomplished before the effective date of this AD in accordance with the instructions of Airbus AOT A28N007-20 at original issue, are acceptable to comply with the requirements of paragraph (1), (2) and (3) of this AD, as applicable, for that aeroplane.

Ref. Publications:

Airbus AOT A28N007-20 original issue dated 30 March 2020, or Revision 1 dated 27 April 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 28 May 2020 as PAD 20-087 for consultation until 25 June 2020. The Comment Response Document 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.