


EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2015-0051
	Date: 25 March 2015 <p>Note: This Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>
<p>This AD is issued in accordance with EU 748/2012, Part 21.A.3B. In accordance with 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 [EU 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>	
Design Approval Holder's Name : AIRBUS	Type/Model designation(s) : A318, A319, A320 and A321 aeroplanes
TCDS Number : EASA.A.064	
Foreign AD : Not applicable	
Supersedure: This AD supersedes EASA AD 2012-0100R3 dated 02 October 2013, including the Correction dated 25 October 2013.	
ATA 54	Nacelles / Pylons – Aft Pylon Moveable Fairing Rib 5 – Inspection / Repair
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	Airbus A318-121, A318-122, A319-131, A319-132, A319-133, A320-231, A320-232, A320-233, A321-131, A321-231 and A321-232 aeroplanes, all manufacturer serial numbers that have received Airbus modification (mod) 33847 (IAE V2500 engines) or mod 33687 (PW6000 engines) in production, which introduce an improved aerodynamic pylon shape.
Reason:	<p>An operator of A320 family aeroplanes reported an in-flight loss of the Right Hand (RH) aft pylon moveable fairing tail cone on a post mod 33847 pylon. The investigation results indicate that the incident was caused by cracks in the aft pylon moveable fairing Rib 5. Similar cracks were reported, only on post-mod 33847 A320 family aeroplanes, but such cracks could also develop on post-mod 33844 or on post-mod 33687 aeroplanes.</p> <p>This condition, if not detected and corrected, could lead to loss (i.e. detachment from the aeroplane) of the pylon tail cone, possibly resulting in injuries to persons on the ground.</p> <p>To address this unsafe condition, EASA issued AD 2012-0100 to require repetitive detailed inspections (DET) of the aft pylon moveable fairings and, depending on findings, accomplishment of the applicable corrective actions. Subsequently, EASA issued AD 2012-0100R1 and R2 for clarification and to correct some errors.</p>

	<p>After EASA AD 2012-0100R2 was issued, results of inspection per Airbus Service Bulletin (SB) A320-54A1026 applied to the various pylon models (CFM, IAE, and P&W) led to the following conclusions:</p> <ul style="list-style-type: none"> - CFM engine pylons no longer need to be inspected; zonal inspection is maintained through the standard inspection programme. - For IAE engine pylons, it was allowed to extend threshold and interval compliance times. - For P&W engine pylons, the same inspection as for IAE engine pylon has been taken into account as conservative approach. <p>Accordingly, EASA issued AD 2012-0100R3 to remove aeroplanes with CFM engines from the Applicability and to allow the inspection of the IAE and PW engine pylon moveable fairings at extended thresholds and intervals.</p> <p>Since that AD was issued, it was determined that the measurement of the gap between the pylon tail cone and the lateral door is no longer necessary. It was also determined that the implementation of Airbus SB A320-54-1028 is acceptable as terminating action, except that, after that modification, the pre-mod (SB A320-54-1028) affected parts are no longer to be installed.</p> <p>For the reasons described above, this AD partially retains the requirements of EASA AD 2012-0100R3, which is superseded, removes the gap measurement requirement, introduces Airbus SB A320-54-1028 as optional terminating action for the repetitive DET as required by this AD, and prohibits installation of pre-mod affected parts after modification.</p>						
Effective Date:	08 April 2015						
Required action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously,</p> <p>Re-statement of requirements of EASA AD 2012-0100R3:</p> <p>(1) Initially, within the compliance time indicated in Table 1 of this AD, as applicable, and thereafter at intervals not to exceed 2 400 flight cycles (FC) or 5 500 flight hours (FH), whichever occurs first, accomplish the following actions on the Left-Hand (LH) and RH pylons, in accordance with the instructions of Airbus SB A320-54-1026:</p> <p>(1.1) Deleted.</p> <p>(1.2) Accomplish a DET of the 18 fasteners that attach the pylon tail cone to the aft pylon moveable fairing rib 5, and</p> <p>(1.3) Accomplish a DET of the LH and RH upper corners of the aft pylon moveable fairing Rib 5 to detect cracks.</p> <p>Note 1: The actions required by paragraph (1) of this AD are allowed to be accomplished separately on each pylon, provided all actions, as applicable (refer to paragraph (3) of this AD), are accomplished on one pylon without flights in between these actions.</p> <p style="text-align: center;">Table 1 – Initial Inspection Threshold</p> <table border="1"> <thead> <tr> <th colspan="2">Compliance Time (whichever occurs later, A or B)</th></tr> </thead> <tbody> <tr> <td>A</td><td>Before accumulation of 2 400 FC or 5 500 FH, whichever occurs first after aeroplane first flight</td></tr> <tr> <td>B</td><td>Within 750 FC or 750 FH, whichever occurs first after 20 June 2012 [the effective date of the original issue of EASA AD 2012-0100]</td></tr> </tbody> </table>	Compliance Time (whichever occurs later, A or B)		A	Before accumulation of 2 400 FC or 5 500 FH, whichever occurs first after aeroplane first flight	B	Within 750 FC or 750 FH, whichever occurs first after 20 June 2012 [the effective date of the original issue of EASA AD 2012-0100]
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A	Before accumulation of 2 400 FC or 5 500 FH, whichever occurs first after aeroplane first flight						
B	Within 750 FC or 750 FH, whichever occurs first after 20 June 2012 [the effective date of the original issue of EASA AD 2012-0100]						

- (2) If, during any inspection as required by paragraphs (1.2) or (1.3) of this AD, any discrepancy (as defined in Airbus SB A320-54-1026) is found, accomplish the applicable corrective actions (repair and/or further inspections) in accordance with the instructions and within the applicable compliance time(s), as defined in Airbus SB A320-54-1026.
- (3) The repair of an aft pylon moveable fairing Rib 5 in accordance with definitive repair solution N°2, as defined in Airbus SB A320-54-1026, constitutes terminating action for the repetitive inspections required by paragraph (1.3) of this AD for that pylon. Repetitive inspections as specified in paragraph (1.2) of this AD remain required for a pylon that has been repaired per solution N°2.
- (4) Within 90 days after accomplishment of the first inspection as required by paragraph (1) of this AD, report the results (including no findings) to Airbus and, thereafter, within 90 days after each inspection as required by paragraph (1) of this AD where findings are made, report the inspection results to Airbus.

New requirements of this AD:

- (5) Modification (optional) of an aeroplane (both LH and RH pylons) in accordance with the instructions of Airbus SB A320-54-1028 constitutes terminating action for the repetitive DET required by paragraph (1) of this AD for that aeroplane.
- (6) An aeroplane fitted with IAE V2500 engines on which Airbus modification (mod) 155559 has been embodied in production is not affected by the requirements of paragraph (1) of this AD, provided it is determined that no part, identified by P/N in Table 2 of this AD, has been installed on that aeroplane since Airbus date of manufacture.

Table 2 – Parts no longer to be installed on post-mod 155559 and post-SB A320-54-1028 aeroplanes

Part Name	P/N
Aft pylon moveable fairing assembly	D0001039000000
	D0001039000100
Pylon Rib 5	D54518835000XX (LH)
	D54518835001XX (RH)

Note 2: XX in the P/N of Table 2 stands for any alphanumeric value.

- (7) Do not install on any aeroplane a part identified by P/N in Table 2 of this AD, as required by paragraph (7.1) or (7.2) of this AD, as applicable.
- (7.1) For an aeroplane that, on the effective date of this AD, does not have any part installed, identified by P/N in Table 2 of this AD: From the effective date of this AD.
- (7.2) For an aeroplane that, on the effective date of this AD, has any part installed, identified by P/N in Table 2 of this AD: After modification of the aeroplane as specified in paragraph (5) of this AD.

Ref. Publications:

Airbus Alert SB A320-54A1026 original issue dated 19 April 2012, or SB A320-54-1026 Revision 01 dated 25 July 2013, or Revision 02 dated 02 December 2014.

Airbus SB A320-54-1028 dated 25 November 2014.

The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.

Remarks :	<ol style="list-style-type: none">1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.2. This AD was posted on 02 March 2015 as PAD 15-019 for consultation until 16 March 2015. No comments were received during the consultation period.3. Enquiries regarding this AD should be referred to the Safety Information Section, 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 – Airworthiness Office – EIAS, Fax +33 5 61 93 44 51, E-mail: account.airworth-eas@airbus.com.
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