



Notification of a proposal to issue an Airworthiness Directive

PAD No.: 16-022

Issued: 10 February 2016

Note: This Proposed Airworthiness Directive (PAD) 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.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.

All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

Design Approval Holder's Name:

AIRBUS

Type/Model designation(s):

A318, A319, A320 and A321 aeroplanes

Effective Date: [TBD - standard: 14 days after AD issue date]

TCDS Number(s): EASA.A.064

Foreign AD: Not applicable

Supersedure: None

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

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.

Investigations 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 Manual has been amended accordingly. After modification, the FCD is identified with a different Part Number (P/N).

For the reasons described above, this AD requires modification and re-identification of FCD.

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

Required as indicated, unless accomplished previously:

- (1) Within 35 months after the effective date of this AD, 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 Service Bulletin (SB) A320-71-1068.
 - (1.1) Modify the left hand and right hand FCD on Engines 1 and 2.
 - (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 of this AD.

Table 1 – Fan Cowl Door P/N Change

Door Position	Old P/N	New P/N
Left Hand Side – CFM56-5A	238-0301-501	238M0301-501
	238-0301-503	238M0301-503
	238-0301-505	238M0301-505
	238-0301-507	238M0301-507
	238-0301-511	238M0301-511
	238-0301-513	238M0301-513
	238-0301-515	238M0301-515
	238-0301-517	238M0301-517
	238-0301-519	238M0301-519
	238-0301-521	238M0301-521
	238-0301-523	238M0301-523
	238-0301-525	238M0301-525
	238-0301-527	238M0301-527
	238-0301-529	238-0301-533
	238-0301-531	238-0301-535



Table 1 – Fan Cowl Door P/N Change (continued)

Door Position	Old P/N	New P/N
Right Hand Side – CFM56-5A	238-0302-501	238M0302-501
	238-0302-503	238M0302-503
	238-0302-505	238M0302-505
	238-0302-509	238M0302-509
	238-0302-511	238M0302-511
	238-0302-513	238M0302-513
	238-0302-515	238M0302-515
	238-0302-517	238M0302-517
	238-0302-519	238M0302-519
	238-0302-521	238M0302-521
	238-0302-523	238M0302-523
	238-0302-525	238M0302-525
	238-0302-527	238M0302-527
	238-0302-529	238M0302-529
	238-0302-531	238M0302-531
	238-0302-533	238M0302-533
	238-0302-535	238M0302-535
	238-0302-537	238M0302-537
	238-0302-539	238-0302-547
	238-0302-541	238-0302-549
	238-0302-543	238-0302-551
	238-0302-545	238-0302-553
Left Hand Side – CFM56-5B	642-3001-503	642M3001-503
	642-3001-505	642M3001-505
	642-3001-507	642-3001-511
	642-3001-509	642-3001-513
Right Hand Side – CFM56-5B	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) An aeroplane on which Airbus modifications 157517 and 157519 have been embodied in production, or an aeroplane on which Airbus modifications 157517 and 157521 have been embodied in production, is compliant with the requirements of paragraph (1) of this AD, provided it is determined that no FCD, having a P/N identified as “old” in Table 1 of this AD, are installed on that aeroplane at the effective date of the AD.



- (3) Do not install on any aeroplane a FCD, having a P/N identified as “old” in Table 1 of this AD, as required by paragraph (3.1) or (3.2) of this AD, as applicable.
 - (3.1) For an aeroplane with a FCD installed having a P/N identified as “old” in Table 1 of this AD: After modification of that aeroplane as required by paragraph (1) of this AD.
 - (3.2) For an aeroplane that does not have a FCD installed having a P/N identified as “old” in Table 1 of this AD: From the effective date of this AD.
- (4) Installation of a 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, provided the conditions as specified in paragraphs (4.1) and (4.2) of this AD are met.
 - (4.1) The P/N must be approved by EASA, or approved under Airbus Design Organisation Approval (DOA); and
 - (4.2) 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.

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

Remarks:

1. This Proposed AD will be closed for consultation on 09 March 2016.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS – Airworthiness Office – EIAS; Fax +33 5 61 93 44 51; E-mail: account.airworth-eas@airbus.com.

