



## Notification of a proposal to issue an Airworthiness Directive

**PAD No.: 16-032**

**Issued: 29 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 78 – Exhaust – Thrust Reverser Pivot Fitting – Inspection

#### 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:

Several operators reported several cracks found, during an unscheduled inspection, on the 3 o'clock and 9 o'clock pivot fittings of the thrust reverser (T/R) on one CFM56 engine. The affected fitting Part Number (P/N) is 321-200-853-6 for the 3 o'clock fitting, and P/N 321-200-803-6 for the 9 o'clock fitting. Investigation results revealed that these cracks were caused by a combination of stress and fatigue effects. Further analysis determined that only aeroplanes fitted with CFM56-5A or CFM56-5B series engines could be affected by this issue.



This condition, if not detected and corrected, could lead to T/R malfunction and, in a case of rejected take off at V1 on a wet runway, a consequent runway excursion, possibly resulting in damage to the aeroplane and injury to occupants.

For the reasons described above, this AD requires repetitive inspections of the T/R pivot fittings at the 3 o'clock and 9 o'clock positions and, depending on findings, accomplishment of applicable corrective action(s).

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

Required as indicated, unless accomplished previously:

- (1) Initially, within the compliance time as defined in Table 1 of this AD, and, thereafter, at intervals not to exceed 60 months or 12 000 flight cycles (FC), whichever occurs first, on each engine accomplish a High Frequency Eddy Current (HFEC) inspection of T/R pivot fittings P/N 321-200-853-6 (3 o'clock position) and P/N 321-200-803-6 (9 o'clock position) in accordance with the instructions of Airbus Service Bulletin (SB) A320-70-1003 Revision 01.

Table 1 – Inspection Threshold

| <b>Compliance Time</b> (whichever occurs later, <b>A</b> or <b>B</b> ) |   |
|--|---|
| <b>A</b>   | Within 10 years or 24 000 FC, whichever occurs first, accumulated by the T/R since its first installation on an aeroplane |
| <b>B</b>   | Within 14 months or 3 000 FC, whichever occurs first after the effective date of this AD                                  |

- (2) If no reliable maintenance records are available to identify the FC accumulated since first installation, and the age of a T/R, the initial inspection required by paragraph (1) of this AD must be accomplished within 14 months or 3 000 FC, whichever occurs first after the effective date of this AD.
- (3) If, during any HFEC inspection as required by paragraph (1) of this AD, corrosion is found, before next flight apply corrective actions in accordance with the instructions of Airbus SB A320-70-1003 Revision 01.
- (4) If, during any HFEC inspection as required by paragraph (1) of this AD, any crack is found, before next flight apply corrective actions in accordance with the instructions of Airbus SB A320-70-1003 Revision 01.
- (5) Accomplishment of corrective actions on an aeroplane as required by paragraph (3) and (4) of this AD does not constitute terminating action for the repetitive inspections as required by paragraph (1) of this AD for that aeroplane, unless specified otherwise.
- (6) Inspections and corrective actions, accomplished before the effective date of this AD in accordance with the instructions of Airbus SB A320-70-1003 at original issue, are acceptable to comply with the initial requirements of this AD.



- (7) From the effective date of this AD, it is allowed to install on an aeroplane a T/R pivot fitting P/N 321-200-853-6 (3 o'clock position) or P/N 321-200-803-6 (9 o'clock position), provided it is determined, prior to installation, that the T/R pivot fitting is a serviceable unit (see Note).

Note: for the purpose of this AD, a T/R pivot fitting P/N 321-200-853-6 or P/N 321-200-803-6 is a serviceable unit if it has accumulated less than 10 years and less than 24 000 FC since its first installation on an aeroplane, or if it has accumulated less than 60 months and less than 12 000 FC after having passed an inspection in accordance with the instructions of Airbus SB A320-70-1003, or in accordance with the instructions of UTAS Aerostructures SB RA32078-137.

**Ref. Publications:**

Airbus SB A320-70-1003, original issue dated 07 May 2014, or Revision 01 dated 28 December 2015.

UTAS Aerostructures SB RA32078-137 original issue dated 29 April 2014, Revision 01 dated 26 January 2015, or Revision 02 dated 2 December 2015.

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

**Remarks:**

1. This Proposed AD will be closed for consultation on 28 March 2016.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto: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](mailto:account.airworth-eas@airbus.com).

