



Notification of a proposal to issue an Airworthiness Directive

PAD No.: 16-061

Issued: 04 May 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: This AD supersedes EASA AD 2014-0234R1, dated 11 December 2014.

ATA 28 – Fuel – Fuel Vent Protector – Inspection / Replacement

Manufacturer(s):

Airbus (formerly Airbus Industrie)

Applicability:

Airbus A318-111, A318-112, A318-121, A318-122, A319-111, A319-112, A319-113, A319-114, A319-115, A319-131, A319-132, A319-133, A320-211, A320-212, A320-214, A320-215, A320-216, A320-231, A320-232, A320-233, A321-111, A321-112, A321-131, A321-211, A321-212, A321-213, A321-231 and A321-232 aeroplanes, all manufacturer serial numbers (MSN).

Reason:

On each aeroplane wing, a NACA duct assembly is installed, including a Fuel Vent Protector (FVP) which is used as flame arrestor. This FVP is maintained in its NACA duct assembly by a circlip (also known as C-clip). Following a wing water pressure test, the FVP is removed and dried with heat. During an inspection after this test, several circlips were reported to be discoloured. Investigation revealed that a batch of circlips fitted on some FVP Part Number (P/N) 786073-1-0 have an increased risk of corrosion due to a manufacturing quality issue.



This condition, if not detected and corrected, could lead to circlip failure and consequent FVP movement, reducing the flame protector capability of the FVP cartridge, possibly resulting in damage to the aeroplane in case of lightning impact or fire on ground.

Airbus issued Service Bulletin (SB) A320-28-1221, providing instructions for identification by serial number (s/n) and removal from service of the affected FVP P/N 786073-1-0, and EASA issued AD 2014-0234, later revised, to require those actions and to implement installation requirements for the FVP.

After that AD was issued, one step in the FVP re-installation instructions was identified as missing. Consequently, Airbus revised SB A320-28-1221 to provide instructions for sealant installation on some nuts and bolts on the NACA duct assembly.

For the reasons described above, this AD retains the requirements of EASA AD 2014-0234R1, which is superseded, and requires additional work for aeroplanes already modified in accordance with Airbus SB A320-28-1221 original issue or Revision 01.

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

Required as indicated, unless accomplished previously:

Restatement of the Requirements of EASA AD 2014-0234R1:

Note 1: For the purpose of this AD, an “affected FVP” is a FVP having P/N 786073-1-0, s/n as listed in Appendix 1 of this AD, and that is not marked with “Amdt B”.

- (1) For an aeroplane having a MSN as listed in Table 1 of this AD, within 30 months, or 7 500 flight hours, or 5 000 flight cycles, whichever occurs first since Airbus date of manufacture of the aeroplane, inspect each FVP P/N 786073-1-0 on the aeroplane to determine whether it is an affected FVP, and replace each affected FVP with a serviceable part in accordance with the instructions of SB A320-28-1221.

Table 1 – Affected Aeroplanes listed by MSN

5438, 5441, 5444, 5445, 5447, 5457, 5459, 5460, 5461, 5463, 5464, 5469, 5473 to 5478 inclusive, 5481, 5482, 5483, 5485 to 5488 inclusive, 5490 to 5493 inclusive, 5495 to 5505 inclusive, 5507 to 5515 inclusive, 5517, 5518, 5520 to 5527 inclusive, 5530, 5536, 5539, 5541, 5544, 5547, 5551, 5553 and 5556.

- (2) For an aeroplane having a MSN not listed in Table 1 of this AD, within 12 months after 07 November 2014 [the effective date of the original issue of AD 2014-0234], accomplish the actions as required by paragraph (2.1) and (2.2) of this AD.

(2.1) Determine whether an affected FVP has been installed on that aeroplane after July 2012.

(2.2) If, after the determination as required by paragraph (2.1) of this AD, an affected FVP, installed after July 2012, is found, or if no s/n identification can be made, replace that FVP with a serviceable part in accordance with the instructions of Airbus SB A320-28-1221.



- (3) A review of aeroplane delivery or maintenance records is acceptable to identify the FVP s/n, in lieu of the inspection as required by paragraph (1) of this AD, or in lieu of the determination as required by paragraph (2.1) of this AD, as applicable, provided those records can be relied upon for that purpose, and the s/n of the FVP can be conclusively identified from that review.
- (4) From 07 November 2014 [the effective date of the original issue of AD 2014-0234], it is allowed to install on any aeroplane a FVP P/N 786073-1-0 having a s/n as listed in Appendix 1 of this AD, provided the FVP is marked with "Amdt B".

New Requirements of this AD:

- (5) For an aeroplane on which an affected FVP was visually inspected or replaced in accordance with the instructions of SB A320-28-1221 original issue or Revision 01, within 6 months after the effective date of this AD, apply sealant on nuts and bolts of the NACA duct assembly, on which that FVP is installed, in accordance with the instructions defined as "Additional Work" in SB A320-28-1221, Revision 2.

Ref. Publications:

Airbus SB A320-28-1221 Revision 2, dated 11 January 2016.

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 01 June 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.



Appendix 1 – Affected FVP P/N 786073-1-0 (manufactured during August 2012)

s/n 786073IN0XXXX (last four digits shown in this Table only)					
3752	3821	3868	3911	3966	4010
3753	3826	3871	3914	3967	4011
3754	3827	3874	3922	3969	4013
3755	3829	3877	3925	3971	4017
3756	3830	3878	3927	3972	4019
3757	3833	3882	3930	3977	4023
3758	3834	3893	3937	3978	4024
3759	3836	3897	3938	3980	4025
3760	3839	3898	3940	3981	4026
3761	3840	3899	3945	3982	4039
3787	3848	3900	3946	3983	4048
3788	3849	3901	3947	3984	4065
3810	3850	3904	3948	3985	4066
3812	3851	3905	3951	3986	4068
3814	3853	3906	3961	3987	4070
3817	3859	3907	3962	3996	4184
3819	3860	3908	3964	3997	4187
3820	3867	3910	3965	4009	

