



## Safety Information Bulletin

### Airworthiness

**SIB No.: 2016-01R1**

**Issued: 23 June 2017**

**Subject: Improved Oil Filler Door Latches on IAE V2500 Engines**

#### Ref. Publications:

Airbus Service Bulletin (SB) A320-71-1061, original issue, dated 21 April 2015.

Goodrich Aerostructures SB V2500-NAC-71-0332, original issue, dated 04 March 2016, and Revision 1, dated 27 August 2016.

#### Applicability:

Airbus A319-131, A319-132, A319-133, A320-231, A320-232, A320-233, A321-131, A321-231 and A321-232 aeroplanes.

#### Description:

Occurrences were reported of oil servicing door damage or in-flight loss on Airbus A320 family aeroplanes equipped with IAE V2500 engines. Investigations performed by Airbus and by the nacelle supplier determined that the door can be closed with latches still in an intermediate position. Consequently, an incomplete closure of the door may occur, barely detectable in service, with some of the latches not properly engaged. This may result in differential pressure during flight, causing a scooping/flutter effect and, eventually, loss or damage of the door.

A warning has been added in subtask 12-13-79-410-064-A of the affected Aircraft Maintenance Manual, revision dated February 2010, stating: "Make sure that all latches are in the disengaged position before the engine-oil-tank-servicing access panel is closed. If the latches are not correctly disengaged before you close the access panel, it is possible to engage the latches incorrectly. This may cause the access panel to break-off and cause injury".

Subsequently, Airbus developed modification (mod) 155785 that allows installation of a new latch, Part Number (P/N) HA2153-1, featuring an additional torsion spring and increased latch poundage, to ensure it does not remain in an intermediate position whenever opened or incorrectly latched. This modification is now part of the standard configuration for IAE V2500 installation and is embodied during production on aeroplanes with Manufacturer Serial Number 6340, 6402 and subsequent. This modification can be installed on aeroplanes in service by means of Airbus SB A320-71-1061.

Since EASA SIB 2016-01 was issued, recommending accomplishment of Airbus SB A320-71-1061, it has been determined that incorrect rigging may have been accomplished during production of a

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limited batch of post-mod oil servicing doors, P/N 745-4043-509, which could impair the effectiveness of Airbus mod 155785. Consequently, Goodrich Aerostructures, the manufacturer of the affected oil servicing doors, issued SB V2500-NAC-71-0332, later revised, providing instructions for inspection and, depending on findings, rigging of the affected oil service doors.

At this time, the safety concern described in this SIB is not considered to be an unsafe condition that would warrant Airworthiness Directive (AD) action under Regulation (EU) [748/2012](#), Part 21.A.3B.

**Recommendation(s):**

For aeroplanes pre-mod 155785 and pre SB A320-71-1061: EASA recommends accomplishment of Airbus SB A320-71-1061 and Goodrich Aerostructures SB V2500-NAC-71-0332.

For aeroplanes post-mod 155785 or post SB A320-71-1061: EASA recommends accomplishment of Goodrich Aerostructures SB V2500-NAC-71-0332.

**Contact(s):**

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For a copy of the referenced Airbus SB, or further information regarding the technical content of this SIB, contact Airbus via e-mail: [account.airworth-eas@airbus.com](mailto:account.airworth-eas@airbus.com).

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