


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2012-0100R3 [Correction: 25 October 2013]</p> <p>Date: 02 October 2013</p> <p>Note: This Airworthiness Directive (AD) 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 EC 2042/2003 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 [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>		
<p>Type Approval Holder's Name : AIRBUS</p>	<p>Type/Model designation(s) : A318, A319, A320 and A321 aeroplanes</p>	
<p>TCDS Number : EASA.A.064</p>		
<p>Foreign AD : Not applicable</p>		
<p>Revision : This AD revises EASA AD 2012-0100R2 dated 02 July 2012.</p>		
<p>ATA 54</p>	<p>Nacelles/Pylons – Aft Pylon Moveable Fairing Rib 5 – Inspection / Repair</p>	
<p>Manufacturer(s):</p>	<p>Airbus (formerly Airbus Industrie)</p>	
<p>Applicability:</p>	<p>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.</p>	
<p>Reason:</p>	<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 visual inspections of the aft pylon moveable fairings and, depending on findings, accomplishment of the applicable corrective actions</p> <p>EASA issued AD 2012-0100R1 to correct and clarify the Applicability of the AD, make some changes to correct the Required Action(s) and Compliance Time(s) section and extend the initial compliance time.</p>	

	<p>After AD 2012-0100R1 was issued, some factual errors were detected in the Reason section of the AD, which could lead to confusion and for that reason, EASA issued AD 2012-0100R2.</p> <p>Since that AD was issued, results of inspection per 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"> - For CFM engine pylons, which are fitted to more than 50% of A320 family aeroplanes, very few Ribs 5 were reported cracked. Thus current zonal inspection programme can be applied without safety risk. Consequently, it is no longer necessary to inspect CFM engine pylons as required by EASA AD 2012-0100 and zonal inspection is maintained through the standard inspection programme. - For IAE engine pylons, many cases of cracked Ribs 5 have been reported. Consequently, the inspection of the potentially affected area is required by this AD. However, corresponding FC and FH associated data allowed to extend threshold and interval compliance times from 2 250 FC or 3 000 FH, to 2 400 FC or 5 500 FH. - For P&W engine pylons, there is insufficient in-service experience to establish reliable statistical data. Consequently, for these engine pylons the inspection as per IAE engine pylon above have been taken into account as conservative approach. <p>For the reasons described above, this AD is revised 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>AD 2012-0100R3 has been re-published to correct the paragraph numbering of the required actions and compliance time section of this AD.</p> <p>This AD is still considered as an interim measure and further AD action will be considered when Airbus defines a terminating action for the repetitive inspections required by this AD.</p>
Effective Date:	<p>Revision 3: 16 October 2013</p> <p>Revision 2 : 09 July 2012</p> <p>Revision 1 : 26 June 2012</p> <p>Original Issue: 20 June 2012</p>
Required action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously,</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 Service Bulletin (SB) A320-54-1026:</p> <ul style="list-style-type: none"> (1.1) Measure the gap between the pylon tail cone and the lateral door, for data collection only (no associated gap limit), (1.2) Accomplish a detailed visual inspection (DVI) of the 18 fasteners that attach the pylon tail cone to the aft pylon moveable fairing rib 5, and (1.3) Accomplish a DVI of the LH and RH upper corners of the aft pylon moveable fairing Rib 5 to detect cracks. <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>

Table 1 – Initial Inspection Threshold

Threshold, whichever occurs later, between 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 (effective date of the original issue of this AD)

- (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 measurements and inspections as specified in paragraphs (1.1) and (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 and the gap measurement to Airbus.
- (5) Deleted – see Applicability.
- (6) Deleted – see Note 2 below.

Note 2: As only post-mod 33847 and post-mod 33687 aeroplanes are affected by this AD, the list of affected parts (as existed in Appendix 1 of original AD 2012-0100 and R1) is no longer relevant. The affected parts cannot be installed on pre-mod aeroplanes, due to significant design differences.

Ref. Publications:

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

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

Remarks :

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication.
3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive 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.