EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2014-0154 **Date: 02 July 2014** 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.

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].

Design Approval Holder's Name:	**Type/Model designation(s):**
AIRBUS	A318, A319, A320 and A321 aeroplanes

TCDS Number:	EASA.A.064
Foreign AD:	Not applicable
Supersedure:	None

ATA 54	**Nacelles / Pylons – Pylon Aft Fixed Fairing – Inspection / Repair**
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 aeroplane models, all manufacturer serial numbers on which Airbus modification (mod) 33844 (improvement of aerodynamic shape for CFM pylon) has been embodied in production.
Reason:	On aeroplanes equipped with post-mod 33844 CFM pylons, several operators have reported cracks on the Aft Fixed Fairing (AFF). After material analysis, it appears that the pylon AFF structure, especially on this configuration, is subject to fatigue constraint damage which could lead to pylon AFF cracks. Further to these findings, Airbus released Alert Operators Transmission (AOT) A54N002-12 which provides instructions to inspect the pylon AFF, applicable only to aeroplanes incorporating Airbus production mod 33844 on CFM pylons. More recently, Airbus issued Service Bulletin (SB) A320-54-1027, superseding AOT A54N002-12. This condition, if not detected and corrected, could lead to detachment of a pylon AFF from the aeroplane, possibly resulting in injuries to persons on the ground. For the reasons described above, this AD requires repetitive detailed inspections (DET) of the pylon AFF and, depending on findings, accomplishment of applicable corrective action(s).
Effective Date:	16 July 2014

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

Required as indicated, unless accomplished previously:

(1) Within the compliance times defined in Table 1 of this AD, and, thereafter, at intervals not to exceed 3 750 flight hours (FH) or 2 500 flight cycles (FC), whichever occurs first, accomplish a DET of the pylon AFF in accordance with the instructions of Airbus SB A320-54-1027.

Table 1 – Initial DET

Affected aeroplanes	**Compliance time** (as applicable, whichever occurs later, **A**, **B** or **C**)	
All	**A**	Before exceeding 5 000 FC or 7 500 FH, whichever occurs first since aeroplane first flight
Inspection per AOT A54N002-12 accomplished	**B**	Within 2 500 FC or 3 750 FH, whichever occurs first since the latest accomplishment of MPD task ZL 471-01, or since AOT A54N002-12 inspection
Inspection per AOT A54N002-12 **not** accomplished	**C**	Within 750 FC or 1 500 FH, whichever occurs first after the effective date of this AD.

(2) If, during any DET as required by paragraph (1) of this AD, a crack is found, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of Airbus SB A320-54-1027.

(3) Accomplishment of corrective action(s) as required by paragraph (2) of this AD does not constitute terminating action for the repetitive DET required by paragraph (1) of this AD.

Ref. Publications:

Airbus AOT A54N002-12 dated 30 October 2012.

Airbus SB A320-54-1027 original issue dated 10 April 2014.

The use of later approved revisions of these documents 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. This AD was posted on 26 May 2014 as PAD 14-087 for consultation until 23 June 2014. The Comment Response Document can be found at http://ad.easa.europa.eu/.
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.