



Airworthiness Directive

AD No.: 2016-0053

Issued: 14 March 2016

Note: This Airworthiness Directive (AD) 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.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 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 [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EC) 216/2008, Article 14(4) exemption].

Design Approval Holder's Name:

AIRBUS

Type/Model designation(s):

A319, A320 and A321 aeroplanes

Effective Date: 28 March 2016

TCDS Number(s): EASA.A.064

Foreign AD: Not applicable

Supersedure: This AD supersedes DGAC France AD 2001-381(B) dated 05 September 2001.

ATA 71 – Power Plant – Fan Cowl Door Latch with Key and Flag, IAE engines – Modification

Manufacturer(s):

Airbus (formerly Airbus Industrie)

Applicability:

Airbus A319-131, A319-132, A319-133, A320-231, A320-232, A320-233, A321-131, A321-231 and A321-232 aeroplanes, all manufacturer serial numbers.

Reason:

Fan Cowl Door (FCD) losses during take-off were reported on aeroplanes equipped with IAE V2500 engines. Prompted by these occurrences, DGAC France issued AD 2000-444-156(B), mandating FCD latch improvements. This AD was later superseded by AD 2001-381(B), requiring installation of additional fan cowl latch improvement by installing a hold open device.

Since that AD was issued, further FCD in flight losses were experienced in service. Investigations confirmed that in all cases, the fan cowls were opened prior to the flight and were not correctly re-secured. During the pre-flight inspection, it was then not detected that the FCD were not properly latched.



This condition, if not corrected, could lead to in-flight loss of a FCD, possibly resulting in damage to the aeroplane and/or injury to persons on the ground.

Prompted by these recent events, new FCD front latch and keeper assembly were developed, having a specific key necessary to un-latch the FCD. This key cannot be removed unless the FCD front latch is safely closed. The key, after removal, must be stowed in the flight deck at a specific location, as instructed in the applicable Aircraft Maintenance Manual. Applicable Flight Crew Operating Manual has been amended accordingly. After modification, the FCD is identified with a different Part Number (P/N).

For the reasons described above, this AD retains the requirements of DGAC AD 2001-381(B), which is superseded, and requires modification and re-identification of FCD.

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

Required as indicated, unless accomplished previously:

Restatement of requirements of DGAC France AD 2001-381(B):

(1) For aeroplanes not having in configuration any of the following modification / Service Bulletin:

- modifications 21948/P6222 and 30869, or
- modifications 24259/P6222 and 30869, or
- modifications 24259/P6222 and 24259/P6473, or
- Airbus Service Bulletin (SB) A320-71-1028

within 18 months after 15 September 2001 [the effective date of DGAC France AD 2001-381(B)], modify the FCD latches of both engines in accordance with the instructions of Airbus SB A320-71-1028.

New requirements of this AD

(2) Within 36 months after the effective date of this AD, accomplish concurrently the actions as required by paragraphs (2.1), (2.2) and (2.3) of this AD, in accordance with the instructions of Airbus SB A320-71-1069.

- (2.1) Modify the left hand and right hand FCD on Engines 1 and 2.
- (2.2) Install a placard on the box located at the bottom of the 120 VU panel, or at the bottom of the coat stowage, as applicable to aeroplane configuration.
- (2.3) Re-identify both FCD with the new P/N, as applicable, as specified in Table 1 of this AD.



Table 1 – Fan Cowl Door P/N Change

Door Position	Old P/N	New P/N
Left Hand Side	740-4000-501	740-4000-9501
	740-4000-503	740-4000-9503
	745-4000-501	745-4000-513
	745-4000-503	745-4000-515
	745-4000-505	745-4000-517
Right Hand Side	740-4000-502	740-4000-9502
	740-4000-504	740-4000-9504
	740-4000-506	740-4000-9506
	740-4000-508	740-4000-9508
	745-4000-502	745-4000-9502
	745-4000-504	745-4000-9504
	745-4000-506	745-4000-9506
	745-4000-508	745-4000-514
	745-4000-510	745-4000-516
	745-4000-512	745-4000-518

- (3) Replacing the FCDs, having P/N listed as old in Table 1 of this AD, with the FCDs having the corresponding P/N listed as new in Table 1 of this AD, is equal to compliance with paragraph (2.1) and (2.3) of this AD.
- (4) An aeroplane on which Airbus modification 157516 has been embodied in production, is compliant with the requirements of paragraph (2.1) and (2.3) of this AD, provided it is determined that no FCD, having a P/N identified as “old” in Table 1 of this AD, are installed on that aeroplane at the effective date of the AD.
- (5) An aeroplane on which Airbus modification 157718 has been embodied in production, is compliant with the requirements of paragraph (2.2) of this AD.
- (6) Do not install on any aeroplane a FCD, having a P/N identified as “old” in Table 1 of this AD, as required by paragraph (6.1) or (6.2) of this AD, as applicable.
- (6.1) For an aeroplane with a FCD installed having a P/N identified as “old” in Table 1 of this AD: After modification of that aeroplane as required by paragraph (2) of this AD.
- (6.2) For an aeroplane that does not have a FCD installed having a P/N identified as “old” in Table 1 of this AD: From the effective date of this AD.
- (7) Installation of right hand and left hand FCD, having a P/N approved after the effective date of this AD, is equal to compliance with the requirements of paragraph (1), (2.1) and (2.3) of this AD, provided the conditions as specified in paragraphs (7.1) and (7.2) of this AD are met.



- (7.1) The P/N must be approved by EASA, or approved under Airbus Design Organisation Approval (DOA); and
- (7.2) The installation must be accomplished in accordance with aeroplane modification instructions approved by EASA, or approved under Airbus DOA.

Ref. Publications:

Airbus SB A320-71-1028 original issue, dated 23 march 2001.

Airbus SB A320-71-1069 original issue, dated 18 December 2015.

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 January 2016 as PAD 16-009 for consultation until 23 February 2016. The Comment Response Document can be found at <http://ad.easa.europa.eu>.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. 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.

