

 <div style="text-align: center;"> <b>適航指令發布單</b>  <b>Airworthiness Directive Issuance Form</b> </div>			
民航局 AD 編號 AD number	CAA-2016-04-009	發布日期 Date issued	2016/4/15
適用之航空產品 Applied to (models, serial numbers or part numbers, as applicable)	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 aeroplanes, all manufacturer serial numbers.		
主旨摘要	Power Plant - Fan Cowl Door Latch with Key and Flag, CFM engines - Modification		
民航局 CAA <input type="checkbox"/> 本國產品 Native products <input type="checkbox"/> 其他個案 Other	設計國民航主管機構 Original Authorities <input type="checkbox"/> FAA <input checked="" type="checkbox"/> EASA <input type="checkbox"/> Brazil <input type="checkbox"/> Transport Canada Civil Aviation <input type="checkbox"/> DGAC <input type="checkbox"/> Germany LBA <input type="checkbox"/> CAA-NL <input type="checkbox"/> UK CAA <input type="checkbox"/> Japan CAB <input type="checkbox"/> CAA of Israel <input type="checkbox"/> Other _____		
	設計國 AD 編號 Original AD number	2016-0069	
	1. 直接採用原 AD 之內容?(Is the original AD directly adopted?) <input checked="" type="checkbox"/> 是(Yes) <input type="checkbox"/> 否(No) _ a. 生效日期另訂為(Re-specify the effective date as) : _____ b. 執行時限另訂為(Re-specify the compliance time or period as) : _____ 2. 使用人是否需要將 AD 執行結果向民航局提出報告?(Do Users need to report the status of compliance to the CAA?) <input type="checkbox"/> 是(Yes) <input checked="" type="checkbox"/> 否(No)		
備註 Note	ATA 71. Ref. Publications: Airbus SB A320-71-1068 original issue dated 18 December 2015.		
註 : 1. AD 內容後附。 2. 航空器產品使用人得向民航局提出豁免、替代符合方法、執行時限之展延之申請。 3. 如有任何問題, 請聯絡交通部民用航空局初始適航科。Tel : (02)2349-6331~3, Fax : (02)2545-8464, e-mail : <a href="mailto:adcaa@mail.caa.gov.tw">adcaa@mail.caa.gov.tw</a> Note : 1. The AD text is enclosed. 2. Exemption, an alternative method of compliance or adjustment of the compliance time may be proposed to the CAA for approval. 3. For further information, please contact Civil Aeronautics Administration on Tel:(02)2349-6331~3, Fax:(02)2545-8464, e-mail : <a href="mailto:adcaa@mail.caa.gov.tw">adcaa@mail.caa.gov.tw</a>			



## Airworthiness Directive

**AD No.:** 2016-0069

**Issued:** 11 April 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):

A318, A319, A320 and A321 aeroplanes

**Effective Date:** 25 April 2016

**TCDS Number(s):** EASA.A.064

**Foreign AD:** Not applicable

**Supersedure:** None

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

### 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 aeroplanes, all manufacturer serial numbers.

### Reason:

Fan Cowl Door (FCD) losses were reported on aeroplanes equipped with CFM56 engines.

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 detected and 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 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 requires modification and re-identification of FCD.

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

Required as indicated, unless accomplished previously:

- (1) Within 35 months after the effective date of this AD, accomplish concurrently the actions as required by paragraphs (1.1), (1.2) and (1.3) of this AD, in accordance with the instructions of Airbus Service Bulletin (SB) A320-71-1068.
  - (1.1) Modify the left hand and right hand FCD on Engines 1 and 2.
  - (1.2) 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.
  - (1.3) 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 – CFM56-5A	238-0301-501	238M0301-501
	238-0301-503	238M0301-503
	238-0301-505	238M0301-505
	238-0301-507	238M0301-507
	238-0301-511	238M0301-511
	238-0301-513	238M0301-513
	238-0301-515	238M0301-515
	238-0301-517	238M0301-517
	238-0301-519	238M0301-519
	238-0301-521	238M0301-521
	238-0301-523	238M0301-523
	238-0301-525	238M0301-525
	238-0301-527	238M0301-527
	238-0301-529	238-0301-533
	238-0301-531	238-0301-535



Table 1 – Fan Cowl Door P/N Change (continued)

Door Position	Old P/N	New P/N
Right Hand Side – CFM56-5A	238-0302-501	238M0302-501
	238-0302-503	238M0302-503
	238-0302-505	238M0302-505
	238-0302-509	238M0302-509
	238-0302-511	238M0302-511
	238-0302-513	238M0302-513
	238-0302-515	238M0302-515
	238-0302-517	238M0302-517
	238-0302-519	238M0302-519
	238-0302-521	238M0302-521
	238-0302-523	238M0302-523
	238-0302-525	238M0302-525
	238-0302-527	238M0302-527
	238-0302-529	238M0302-529
	238-0302-531	238M0302-531
	238-0302-533	238M0302-533
	238-0302-535	238M0302-535
	238-0302-537	238M0302-537
	238-0302-539	238-0302-547
	238-0302-541	238-0302-549
238-0302-543	238-0302-551	
238-0302-545	238-0302-553	
Left Hand Side – CFM56-5B	642-3001-503	642M3001-503
	642-3001-505	642M3001-505
	642-3001-507	642-3001-511
	642-3001-509	642-3001-513
Right Hand Side – CFM56-5B	642-3002-503	642M3002-503
	642-3002-505	642M3002-505
	642-3002-507	642M3002-507
	642-3002-509	642M3002-509
	642-3002-511	642-3002-519
	642-3002-513	642-3002-521
	642-3002-515	642-3002-523
642-3002-517	642-3002-525	

- (2) 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 (1.1) and (1.3) of this AD.
- (3) An aeroplane on which Airbus modification 157517 has been embodied in production, is compliant with the requirements of paragraph (1.1) and (1.3) 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.



- (4) An aeroplane on which Airbus modification 157519 or modification 157521 has been embodied in production is compliant with the requirements of paragraph (1.2) of this AD.
- (5) 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 (5.1) or (5.2) of this AD, as applicable.
  - (5.1) 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 (1) of this AD.
  - (5.2) 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.
- (6) Installation on an aeroplane 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 paragraphs (1.1) and (1.3) of this AD for that aeroplane, provided the conditions as specified in paragraphs (6.1) and (6.2) of this AD are met.
  - (6.1) The P/N must be approved by EASA, or approved under Airbus Design Organisation Approval (DOA); and
  - (6.2) The installation must be accomplished in accordance with aeroplane modification instructions approved by EASA, or approved under Airbus DOA.

**Ref. Publications:**

Airbus SB A320-71-1068 original issue dated 18 December 2015.

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. This AD was posted on 09 February 2016 as PAD 16-022 for consultation until 08 March 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](mailto: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](mailto:account.airworth-eas@airbus.com).

