Airworthiness Directive

AD No.: 2022-0147
[Correction: 17 August 2022]

Issued: 14 July 2022

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 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, or Annex Vb Part ML.A.301, as applicable, 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 Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:
AIRBUS S.A.S.

Type/Model designation(s):
A318, A319, A320 and A321 aeroplanes

Effective Date: 28 July 2022
TCDS Number(s): EASA.A.064
Foreign AD: Not applicable
Supersedure: None

ATA 36 – Pneumatic – Overheat Detection System Sensing Elements – Inspection

Manufacturer(s):
Airbus, formerly Airbus Industrie

Applicability:
Airbus A318-111, A318-112, A318-121, A318-122, A319-111, A319-112, A319-113, A319-114, A319-115, A319-131, A319-132, A319-133, A319-151N, A319-153N, A319-171N, A320-211, A320-212, A320-214, A320-215, A320-216, A320-231, A320-232, A320-233, A320-251N, A320-252N, A320-253N, A320-271N, A320-272N, A320-273N, A321-111, A321-112, A321-131, A321-211, A321-212, A321-213, A321-231, A321-232, A321-251N, A321-251NX, A321-252N, A321-252NX, A321-253N, A321-253NX, A321-271N, A321-271NX, A321-272N and A321-272NX aeroplanes, all manufacturer serial numbers (MSN).

Definitions:
For the purpose of this AD, the following definitions apply:

The SB: Airbus Service Bulletin (SB) A320-36-1085 or SB A320-36-1087, as applicable.

The VSB: Kidde Aerospace & Defense (vendor) SB (VSB) CFD-26-3.

Affected part: Overheat detection system (OHDS) sensing elements, also identified as 'Continuous Fire Detector', having a Part Number (P/N) and corresponding date code as listed in Section 1.A of the VSB, except those that passed an inspection (no discrepancies found; one face of the connector hex nut is marked) in accordance with the instructions of Section 3 of the VSB.

Serviceable part: Any OHDS sensing element, eligible for installation, that is not an affected part.

Affected position: Positions identified as Functional Item Number (FIN) 34HF, FIN 35HF, FIN 61HF and FIN 62HF.

Aeroplane date of manufacture: The date of transfer of title (ownership) of the aeroplane upon delivery by Airbus to the first operator, which is referenced in Airbus documentation.

Groups: Group 1 aeroplanes are those that have an affected part installed at an affected position. Group 2 aeroplanes are those that do not have an affected part installed at any affected position. An aeroplane having an MSN not listed in Section 1.A of the SB is Group 2, provided it is determined that no affected part has been installed on any affected position of that aeroplane since the aeroplane date of manufacture.

Reason:

The affected part manufacturer, Kidde Aerospace & Defense, reported that certain OHDS sensing elements, produced before 31 January 2021, may not properly detect thermal bleed leak events due to a quality escape during the manufacturing process.

This condition, if not detected and corrected, could lead to an air leak remaining undetected by the OHDS at an affected position and not being isolated during flight, possibly resulting in localized areas of the main landing gear bay and keel beam being exposed to high temperatures, with consequent reduced structural integrity of the aeroplane.

To address this potential unsafe condition, Airbus issued the SB, as defined in this AD, to provide instructions for inspection and replacement of the affected parts at the affected positions.

For the reasons described above, this AD requires a one-time special detailed inspection (SDI) of each affected part installed at an affected position, as defined in this AD, and, depending on findings, replacement of the affected part with a serviceable part. Appendix 1 of this AD provides information on how to identify affected parts (P/N and date code).

This AD is re-published to correct the document type in the header.

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

Required as indicated, unless accomplished previously:

Inspection:

(1) For Group 1 aeroplanes: Within 72 months after the effective date of this AD, accomplish an SDI of each affected part installed at an affected position, in accordance with the instructions of the SB.

Corrective Action:

(2) If, during the inspection as required by paragraph (1) of this AD, any discrepancy as defined in the SB is detected on an affected part, before next flight, replace that affected part with a serviceable part in accordance with the instructions of the SB.

Parts Installation:

(3) For Group 1 and Group 2 aeroplanes: From the effective date of this AD, do not install an affected part at an affected position on any aeroplane.

Ref. Publications:

Airbus SB A320-36-1085 original issue dated 28 March 2022.

Airbus SB A320-36-1087 original issue dated 28 March 2022.

Kidde Aerospace & Defense SB CFD-26-3 original issue dated 13 January 2022, or Revision 1 dated 29 March 2022.

The use of later approved revisions of the above-mentioned 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 06 May 2022 as PAD 22-052 for consultation until 03 June 2022. The Comment Response Document can be found in the EASA Safety Publications Tool, in the compressed (zipped) file attached to the record for this AD.

3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.

4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the EU aviation safety reporting system. This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.

5. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS S.A.S. – Airworthiness Office – 1IASA;
E-mail: account.airworth-eas@airbus.com.

Appendix 1 – Affected Part – Locations of P/N and Date Code

Figure 4-50. Identification Markings on Coaxial SE Male (Pin) Connector

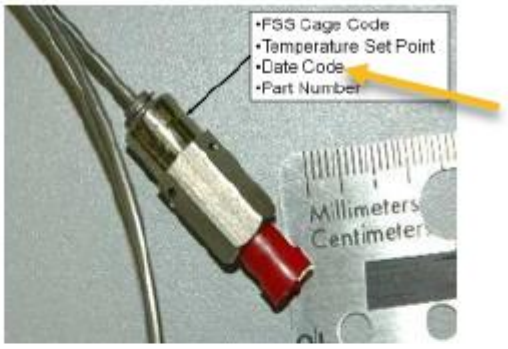

Figure 4-51. Identification Markings on Coaxial SE Female (Socket) Connector