



REPUBLIC OF ALBANIA



ALBANIAN CIVIL AVIATION AUTHORITY

AIRWORTHINESS DIRECTIVE

ACAA-DFS-AD-No.020

Issue: 01, Revision 00

Date: 08.11.2024

Approved by:

Maksim Et'hemaj

Executive Director of Albanian Civil Aviation Authority

0.1 Record of Amendments

The table below describes the dates and reason for the different amendments of the current procedure. A vertical black line on the left-hand side of the page identify the changes with the previous version.

Issue No.	Revision No.	Date	Amended by	Reason
01	00	08.11.2024	SAW	Initial Issue

0.2 Revision table

Page #.	Issue No.	Revision No.	Date	Edited by

1. Name of the AD:

EASA AD No.: 2024-0196, ATA 36 – Pneumatic – Overheat Detection System Sensing Elements – Inspection

2. Full Description of the AD:

This AD addresses a potential safety issue with certain Overheat Detection System (OHDS) sensing elements installed in Airbus A318, A319, A320, and A321 aeroplanes. These sensing elements may not detect thermal bleed leak events properly due to a quality issue during manufacturing. The AD mandates a one-time special detailed inspection (SDI) of each affected OHDS sensing element installed in specified positions. If any discrepancies are found, the affected parts must be replaced with serviceable parts. This AD extends applicability to new Airbus A321-253NY aeroplanes and prohibits the installation of affected parts on these aircraft.

The OHDS sensing elements, produced before 31 January 2021, may fail to detect air leaks during flight, potentially leading to overheating in localized areas such as the main landing gear bay and keel beam. If left unaddressed, this condition could compromise the structural integrity of the aircraft.

This AD supersedes EASA AD 2022-0147 and includes revised inspection and replacement procedures outlined in Airbus Service Bulletins A320-36-1085 and A320-36-1087. The AD also incorporates additional instructions from the vendor, Kidde Aerospace & Defense.

3. Issued and Effective Dates:

□ Issued: 18 October 2024

□ Effective Date: 01 November 2024

Revision:

4. Full List of Aircraft Affected:

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, A321-253NY, 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 in accordance with Airbus Instructions, 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 and any A321-253NY aeroplane are 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. Consequently, EASA issued AD 2022-0147, later corrected, to require 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).

Since that AD was issued, a new aeroplane model (A321-253NY) has been certified, on which affected parts could be installed in service. On the issue date of this AD, no A321-253NY aeroplanes have been delivered yet to operators.

For the reason described above, this AD supersedes EASA AD 2022-0147, and extends the Applicability to the A321-253NY aeroplanes to prohibit installation of affected parts on those aeroplanes in service.

For aeroplanes previously affected by EASA AD 2022-0147, this AD retains the requirements of that AD, with no additional actions.

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

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

Inspection:

- (2) For Group 1 aeroplanes: Within 72 months after 28 July 2022 [the effective date of EASA AD 2022-0147], accomplish an SDI of each affected part installed at an affected position, in accordance with the instructions of the SB.

Corrective Action:

- (3) 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:

- (4) 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, or Revision 01 dated 24 October 2022, or Revision 02 dated 19 January 2024, or Revision 03 dated 13 June 2024.

Airbus SB A320-36-1087 original issue dated 28 March 2022, or Revision 01 dated 19 January 2024.

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. 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. All interested persons may send their comments, referencing the AD Number, to the E-mail address specified in below Remark 3, prior to 15 November 2024. Only if any comment is received during the consultation period, a Comment Response Document will be published in the EASA Safety Publications Tool, in a compressed ('zipped') file, attached to the record for this AD.
3. 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 Airworthiness in the ACAA. 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.

For full compliance please refer to:

<https://ad.easa.europa.eu/ad/2024-0196>