



Safety Information Bulletin

CAAS SIB No.	2015-16
Issued	22 October 2015
Subject	Separation of Engine Fan Cowls on A320/319 Aircraft Types
Ref. Publications	EASA SIB No.: 2015-15 UK AAIB Accident Report – “British Airways Airbus A319-131, G-EUOE, London Heathrow Airport, 24 May 2013”
Applicability	All Singapore Air Operator Certificate (AOC) Holders operating the A320/319 All SAR-145 Approval Holders performing maintenance work on the A320/319
Description	<p>There has been a history of loss of the engine fan cowls on the Airbus A320/319 family during flight that may result in damage to the engine and/or aircraft. The UK AAIB report stated that there were 38 such occurrences to A320/319 fitted with the V2500 and CFM-56 engines.</p> <p>In all the occurrences, the fan cowls were not latched or properly secured after work was carried out on the engines. This condition remained undetected during the departure exterior checks/inspections, resulting in cowl separation in flight.</p> <p>In the case of the British Airways A319 incident, the fan cowls on both the engines detached from the aircraft during take-off, damaging the airframe and some aircraft systems. The right engine also caught fire due to fuel leakage from a damaged pipe.</p> <p>During actual closing of the fan cowls on an A320, it is observed that when the fan cowls are supported by the hold-open device, there is a gap of about 25 mm between the fan cowl and nose cowl (nacelle), giving a visual cue that the cowls are not secured. However, when the hold-open device is released by pushing in the plunger, the fan cowls will close further due to gravity and will be flush with the nose cowl even though they are not secured with the latches. As the position of the engines is close to the ground, any latches not in the secured position may go unnoticed during the normal exterior walk-around checks.</p> <p>SAR-145 Approved Maintenance Organisations(AMOs): CAAS strongly recommends the affected AMOs contracted to provide maintenance to an aircraft are to ensure all maintenance personnel are</p>

Proprietary Document. Copies are not controlled.

For updates on revision, contact CAAS A/FO Division Infocenter.

Recommendation(s) briefed to pay special attention when handling the fan cowls on the A320/319 and to comply with the Aircraft Maintenance Manual (AMM) on the opening / closing of the cowls. During exterior walk-around inspections, checking for proper latching of the nose cowls will require bending or squatting down so as to have better sight of the latches. The departure/transit checklists should mention the need to do this.

The quality department of the relevant AMOs should conduct regular checks to ensure its maintenance personnel are complying with approved procedures.

AOC Holders:

CAAS strongly recommends AOC holders operating the A320/A319 to ensure that all maintenance actions involving the opening/closing, removal and re-installation, or replacement of a fan cowl door is brought to the attention of the flight crew so that they exercise vigilance when inspecting the fan cowls.

During walk around checks, flight crews must pay attention to latches as required by the FCOM. The visual inspection would require flight crews to bend/squat down to see if there are any latches that are not flush with the surface.

Note: Standing at the nose gear area and scanning below the engines is not the correct method to ensure that the fan cowls are latched.

Contact(s) For further information, contact respective POIs or CAAS A/FO Division Infocenter at 6595 6764 or [CAAS AFO Infocenter@caas.gov.sg](mailto:CAAS_AFO_Infocenter@caas.gov.sg)