



Safety Information Bulletin

Airworthiness

SIB No.: 2016-07

Issued: 15 June 2016

Subject: Airbus A319, A320 and A321 Aeroplanes – IAE Engine Fire Extinguisher Pipe Cracking

Ref. Publications:

Airbus Service Bulletin (SB) A320-26-1072, Revision 02 dated 03 May 2016.

Airbus SB A320-26-1031, original issue dated 31 March 1994.

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 (MSN).

Description:

Several operators reported finding cracks on engine fire extinguishing pipes fitted on aeroplanes powered by International Aero Engines (IAE) V2500 series engines. Subsequent investigations identified that high vibration in the area of the pipe is the most likely cause of these fatigue cracks as the piping end is not sufficiently supported.

An improved pipe Part Number (P/N) D2621011600400 was introduced by Airbus on the production line, from MSN 1794 onwards.

More recently, cracks were reportedly found on the improved pipes. Consequently, Airbus released SB A320-26-1072, providing instructions to install two additional clamps to prevent cracks around the pyramid and fork-shaped parts of the pipe structure.

Airbus modification 38110, technically equivalent to SB A320-26-1072, is embodied in production from MSN 3375.

For some aeroplanes, depending on installed pipe P/N, accomplishment of SB A320-26-1031 is necessary prior to the accomplishment of SB A320-26-1072.

If any repair was previously accomplished on the area affected by SB A320-26-1072, additional maintenance instructions may be necessary, to be provided by Airbus Repair Support department.

At this time, the safety concern described in this SIB is not considered to be an unsafe condition that would warrant Airworthiness Directive (AD) action under Regulation (EU) [748/2012](#), Part 21.A.3B.

This is information only. Recommendations are not mandatory.



Recommendation(s):

To prevent pipe cracking due to engine vibrations, and to increase the reliability of the fire extinguishing system, EASA recommends the affected operators to modify their aeroplane(s) in accordance with the instructions of Airbus SB A320-26-1072 Revision 02 (or later revision).

Thereafter, operators should ensure that the aeroplane remains in that configuration.

Aeroplanes on which Airbus modification 38110 has been embodied in production are not affected by this SIB, provided that the aircraft configuration has not been modified since delivery.

Contact(s):

For further information contact the EASA Safety Information Section, Certification Directorate.

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