EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2014-0096 **Date: 23 April 2014** Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, 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 EU 748/2012, Part 21.A.3B. In accordance with EC 2042/2003 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 [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].

Design Approval Holder's Name:	**Type/Model designation(s):**
AIRBUS	A318, A319, A320 and A321 aeroplanes

TCDS Number:	EASA.A.064
Foreign AD:	Not applicable
Supersedure:	None

ATA 52	**Doors – Main Landing Gear Fixed Fairing Assembly – 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, A320-211, A320-212, A320-214, A320-215, A320-216, A320-231, A320-232, A320-233, A321-111, A321-112, A321-131, A321-211, A321-212, A321-213, A321-231 and A321-232 aeroplanes, all manufacturer serial numbers.
Reason:	Several occurrences of in-flight loss of main landing gear (MLG) fixed and hinged fairings were reported. The majority of reported events occurred following scheduled maintenance activities. One result of the investigation was that a discrepancy between the drawing and the maintenance manuals was discovered. The maintenance documents were corrected to prevent miss-rigging of the MLG fixed and hinged fairings, which could induce fatigue cracking. In 1997, Airbus issued Service Bulletin (SB) A320-52-1083, providing instructions for a one-time inspection of the MLG fixed fairing composite insert and the surrounding area, replacement of the adjustment studs at the lower forward position and adjustment to the new clearance tolerances. In 1998, Airbus SB A320-52-1083 was superseded by Airbus SB A320-52-1100 (modification 27716) introducing a re-designed location stud, rod end and location plate at the forward upper and lower leg fixed-fairing positions. In 2012, reports were received of post-mod 27716 / post-SB A320-52-1100 MLG fixed fairing assemblies with corrosion, which could also induce cracking.

<table>
<tr><td></td><td>This condition, if not detected and corrected, could lead to further cases of in-flight detachment of a MLG fixed fairing, possibly resulting in injury to persons on the ground and/or damage to the aeroplane.

For the reason described above, this AD requires repetitive detailed inspections (DET) of the MLG fixed fairings, and, depending on findings, accomplishment of applicable corrective actions. This AD also prohibits installation of certain MLG fixed fairing rod end assemblies and studs (see Table 1 of this AD) as replacement parts on aeroplanes which have embodied Airbus mod 27716 in production, or have been modified in accordance with Airbus SB A320-52-1100 (any revision) in service.

This AD is considered an interim action, pending introduction of a terminating modification, and further AD action may follow.</td></tr>
<tr><td>Effective Date:</td><td>07 May 2014</td></tr>
<tr><td>Required Action(s) and Compliance Time(s):</td><td>Required as indicated, unless accomplished previously:

(1) For aeroplanes in pre-mod 27716 and pre-SB A320-52-1100 configuration, having components installed as identified by Part Number (P/N) in Table 1 of this AD, within the compliance time as specified in Table 2 of this AD, and, thereafter, at intervals not exceeding 6 500 flight cycles (FC), replace both right hand (RH) and left hand (LH) MLG fixed fairing upper and lower attachment studs in accordance with the instructions of Airbus SB A320-52-1163.

Table 1 – Pre-mod 27716 (pre-SB A320-52-1100) Components

<table>
<tr><th>Part Name</th><th>Part Number</th></tr>
<tr><td>Plate - Support</td><td>D5284024820200</td></tr>
<tr><td>Stud - Adjustment</td><td>D5284024420000</td></tr>
<tr><td>Rod end assembly (lower)</td><td>D5284000500000</td></tr>
<tr><td>Rod end assembly (upper)</td><td>D5284000600000</td></tr>
</table>

Table 2 – Initial Inspection for Pre-mod 27716 Aeroplanes

<table>
<tr><td colspan="2">Compliance time (whichever occurs later, A, B, C or D)</td></tr>
<tr><td>A</td><td>Before exceeding 6 500 FC since aeroplane first flight</td></tr>
<tr><td>B</td><td>Within 6 500 FC since last installation of the pre-mod 27716 stud on an aeroplane</td></tr>
<tr><td>C</td><td>Within 1 500 FC after the effective date of this AD</td></tr>
<tr><td>D</td><td>Within 8 months after the effective date of this AD</td></tr>
</table>

(2) For aeroplanes in post-mod 27716 (or post-Airbus SB A320-52-1100) configuration, within the compliance time as specified in Table 3 of this AD, and, thereafter, at intervals not exceeding 12 months (except as specified below), accomplish a DET of each forward stud assembly, both RH and LH MLG, in accordance with the instructions of Airbus SB A320-52-1163.

When, following any DET as required by this paragraph, both RH and LH MLG forward stud assemblies on an aeroplane are replaced with new ones, the next DET for that aeroplane can be deferred up to 72 months after replacement.</td></tr>
</table>

Table 3 – Initial Inspection for Post-mod 27716 Aeroplanes

Compliance time (whichever occurs later, **A**, **B**, **C** or **D**)	
A	Before exceeding 72 months since aeroplane first flight
B	Within 72 months since last installation of the stud post-mod 27716 or since Airbus SB A320-52-1100 accomplishment
C	Within 1 500 FC after the effective date of this AD
D	Within 8 months after the effective date of this AD

(3) If, during any DET as required by paragraph (2) of this AD, any crack, damage or corrosion is found, before next flight, replace the upper and lower RH and LH MLG fixed fairing forward attachment assemblies in accordance with the instructions of Airbus SB A320-52-1163.

(4) Replacement of parts on an aeroplane as required by paragraph (1) or (3) of this AD, as applicable, does not constitute terminating action for the repetitive DET required by this AD for that aeroplane.

(5) Modification of an aeroplane to post-mod 27716 configuration in accordance with the instructions of Airbus SB A320-52-1100 constitutes terminating action for the repetitive replacements as required by paragraph (1) of this AD for that aeroplane. Refer to paragraph (2) of this AD to determine the next due DET after modification and the applicable repetitive DET interval.

(6) Do not install on any aeroplane a component as listed in Table 1 of this AD, as required by paragraph (6.1) or (6.2) of this AD, as applicable:

(6.1) For aeroplanes in pre-mod 27716 and pre-Airbus SB A320-52-1100 configuration: After optional modification as specified in paragraph (4) of this AD.

(6.2) For aeroplanes in post-mod 27716 or post-Airbus SB A320-52-1100 configuration: From the effective date of this AD.

Ref. Publications:

Airbus SB A320-52-1100 original issue dated 07 December 1998, or Revision 01 dated 12 March 1999.

Airbus SB A320-52-1163 original issue dated 04 February 2014.

The use of later approved revisions of these 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 10 March 2014 as PAD 14-049 for consultation until 07 April 2014. The Comment Response Document can be found at http://ad.easa.europa.eu/.
3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: 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.