



Airworthiness Directive

AD No.: 2016-0018

Issued: 19 January 2016

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, 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 Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 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 [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EC) 216/2008, Article 14(4) exemption].

Design Approval Holder's Name:

AIRBUS

Type/Model designation(s):

A318, A319, A320 and A321 aeroplanes

Effective Date: 02 February 2016

TCDS Number(s): EASA.A.064

Foreign AD: Not applicable

Supersedure: None

ATA 32 – Landing Gear – Main Landing Gear Side Stay Assemblies – Replacement / Modification

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:

During studies for a new landing gear design, it was discovered that the single-locked upper and lower cardan joints of the Main Landing Gear (MLG) do not comply with the certification specifications of (CS, formerly JAR) Part 25.607.

This condition, if not corrected, could lead to MLG side stay locking failure that, during take off and landing, may result in damage to the aeroplane and detrimental effect on safe flight.

To address this potential unsafe condition, the MLG manufacturer developed a modification to change the single-locked MLG joint into a double-locked one. This modification is available for



in-service application through Messier-Bugatti-Dowty (MBD) Service Bulletin (SB) 200-32-315 or SB 201-32-63, or Airbus SB A320-32-1429.

For the reasons described above, this AD requires modification or replacement of the MLG side stay assemblies to introduce the double locking of the MLG upper and lower cardan joints.

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

Required as indicated, unless accomplished previously:

- (1) Within 66 months after the effective date of this AD, modify each MLG side stay assembly, having a P/N as listed in Appendix 1 of this AD, or replace the MLG side stay assembly with a modified one, in accordance with the instructions of MBD SB 200-32-315 or SB 201-32-63, or Airbus SB A320-32-1429, as applicable.
- (2) An aeroplane on which Airbus modification (mod) 156646 or mod 161202 or mod 161346 has been embodied in production is not affected by the requirements of paragraph (1) of this AD, provided it is determined that no part, identified by P/N in Appendix 1 of this AD, has been installed on that aeroplane since its date of manufacture (see Note). A maintenance records check is acceptable to make this determination, provided that these records are accurate and can be relied upon for that purpose.

Note: For the purpose of this AD, the date of manufacture is the issue date of the EASA Form 52.

- (3) Do not install on any aeroplane a MLG side stay assembly having a P/N identified in Appendix 1 of the AD with the strike number not cancelled, as required by paragraph (3.1) or (3.2) of this AD, as applicable.
 - (3.1) For an aeroplane that has a MLG side stay assembly installed, having a P/N as listed in Appendix 1 of the AD: After modification of the aeroplane as required by paragraph (1) of this AD.
 - (3.2) For an aeroplane that does not have a MLG side stay assembly installed, having a P/N as listed in Appendix 1 of the AD with the strike number not cancelled, as applicable: From the effective date of this AD.

Ref. Publications:

Airbus SB A320-32-1429 original issue dated 10 September 2015.

Messier-Bugatti-Dowty SB 200-32-315 dated 24 April 2015.

Messier-Bugatti-Dowty SB 201-32-63 dated 24 April 2015.

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 29 October 2015 as PAD 15-135 for consultation until 26 November 2015. The Comment Response Document can be found at <http://ad.easa.europa.eu>.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. 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.



Appendix 1 – MLG Side Stay Assemblies to be modified / replaced

Applicability	P/N range (see Note)		Strike number not cancelled
	From	to	
A318 A319 A320	201166001-xxx		12
	201166002-xxx		12
	201166003-xxx		12
	201166004-xxx		12
	201166005-xxx		12
	201166006-xxx		12
	201166007-xxx		12
	201166008-xxx		12
	201166009-xxx		12
	201166010-xxx		12
	201166011-xxx		12
	201166012-xxx		12
	201166013-000	201166013-030	12
	201166014-000	201166014-030	12
A321-100	201390001-000	201390001-040	15
	201390002-000	201390002-040	15
	201527001-000	201527001-025	15
	201527002-000	201527002-025	15
A321-200	201524001-000	201524001-035	15
	201524002-000	201524002-035	15
	201660001-000	201660001-030	15
	201660002-000	201660002-030	15

Note: The 'xxx' used in the table above can be any 3-digit combination.

