



Airworthiness Directive

AD No.: 2019-0147

Issued: 21 June 2019

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 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 (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

AIRBUS

Type/Model designation(s):

A318, A319 and A320 aeroplanes

Effective Date: 28 June 2019

TCDS Number(s): EASA.A.064

Foreign AD: Not applicable

Supersedure: None

ATA 32 – Landing Gear – Main Landing Gear Sliding Tube – 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 and A320-233, aeroplanes, all manufacturer serial numbers.

Definitions:

For the purpose of this AD, the following definitions apply:

The SB: SAFRAN Landing Systems UK Ltd Service Bulletin (SB) 200-32-335 Revision 1.

Affected part: Main landing gear (MLG) sliding tubes, having Part Number (P/N) 201371304 and a serial number (s/n) listed in the effectivity section of the SB.

Serviceable part:

- A sliding tube which is not an affected part; or
- an affected part which passed an inspection (no defects found) in accordance with the instructions of the SB; or



- an affected part which, after failing an inspection (defect found) in accordance with the instructions of the SB, has been repaired in accordance with instructions issued by Airbus or by SAFRAN Landing Systems.

Groups: Group 1 aeroplanes are those that have an affected part installed. Group 2 aeroplanes are those that do not have an affected part installed.

Reason:

An occurrence was reported where, during pushback of an aeroplane, a MLG sliding tube axle fractured. Investigation results revealed an incorrect accomplishment of a repair at the previous overhaul of the chromium plated axle diameters, which resulted in the overheat damage to the sliding tube axle journal(s). This initiated a crack which, under fatigue effects, led to fracture of the MLG sliding tube axle. A limited number of MLG sliding tubes has been identified that may have been subject to the same incorrect repair.

This condition, if not detected, could lead to MLG sliding tube axle fracture, possibly resulting in MLG collapse, damage to the aeroplane, and injury to occupants.

To address this potential unsafe condition, SAFRAN Landing Systems issued the SB, providing the list of affected parts and inspection instructions.

For the reasons described above, this AD requires a one-time inspection of affected parts and, depending on findings, accomplishment of applicable corrective action(s).

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

Required as indicated, unless accomplished previously:

Inspection(s):

- (1) For Group 1 aeroplanes: Within 3 months after the effective date of this AD, accomplish a one-time inspection of each affected part in accordance to the instructions of the SB.

Corrective Action(s):

- (2) If, during the inspection as required by paragraph (1) of this AD, discrepancies, as identified in the SB, are detected on an affected part, before next flight, contact Airbus or SAFRAN Landing Systems for approved repair instructions and, within the compliance time specified therein, accomplish those instructions accordingly.
- (3) Replacing each affected part on an aeroplane with a serviceable part is an acceptable method to comply with the requirements of paragraph (2) of this AD for that aeroplane.

Reporting:

- (4) Within 30 days after the inspection as required by paragraph (1) of this AD, report the inspection results to Safran. Using the inspection report in accordance with the instructions of the SB is acceptable to comply with this requirement.



Credit:

- (5) Inspection and, depending on findings, correction of all affected parts on an aeroplane, before the effective date of this AD in accordance with the instructions of the original issue of the SB, is acceptable to comply with the requirements of paragraphs (1) and (2) of this AD for that aeroplane.
- (6) An aeroplane embodying Airbus modification 161202 (EV MLG) is not affected by the requirements of paragraph (1) of this AD provided it is determined that no affected parts are installed on that aeroplane.
A review of aeroplane delivery and/or maintenance records is acceptable to make this determination, provided those records can be relied upon for that purpose and the P/N and s/n of the MLG sliding tube can be positively identified from that review.

Parts Installation:

- (7) Do not install an affected part on any aeroplane unless it is a serviceable part, as required by paragraph (7.1) or (7.2) of this AD, as applicable.
- (7.1) For Group 1 aeroplanes: After inspection of the aeroplane as required by paragraph (1) of this AD.
- (7.2) For Group 2 aeroplanes: From the effective date of this AD.

Ref. Publications:

SAFRAN Landing Systems UK Ltd SB 200-32-335 original issue dated 03 May 2019, or Revision 1 dated 17 May 2019.

The use of later approved revisions of the above-mentioned document 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.
3. Enquiries regarding this AD should be referred to the EASA Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
4. 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 the [EU aviation safety reporting system](#).
5. 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.

