

Airworthiness Directive

AD No.: 2025-0158R1

Issued: 12 September 2025

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, or Annex Vb Part ML.A.301, as applicable, 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 Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

AIRBUS S.A.S.

Type/Model designation(s):

A318, A319, A320 and A321 aeroplanes

Effective Date: Revision 01: 19 September 2025
 Original issue: 04 August 2025

TCDS Number(s): EASA.A.064

Foreign AD: Not applicable

Revision: This AD revises EASA AD 2025-0158 dated 21 July 2025, which superseded EASA AD 2024-0216 dated 15 November 2024.

ATA 32 – Landing Gear – Main Landing Gear Door Actuators – Inspections

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, A319-151N, A319-153N, A319-171N, A319-173N, A320-211, A320-212, A320-214, A320-215, A320-216, A320-231, A320-232, A320-233, A320-251N, A320-252N, A320-253N, A320-271N, A320-272N, A320-273N, A321-111, A321-112, A321-131, A321-211, A321-212, A321-213, A321-231, A321-232, A321-251N, A321-251NX, A321-252N, A321-252NX, A321-253N, A321-253NX, A321-253NY, A321-271N, A321-271NX, A321-271NY, A321-272N and A321-272NX, aeroplanes, all manufacturer serial numbers (MSN).

Definitions:

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

Affected part 1: Main landing gear (MLG) door actuator having Part Number (P/N) 114122015 and having a serial number (s/n) as listed in Appendix 1 List A of the AOT, as defined in this AD, except those having a reference 'PINSP' on the amendment plate as defined in the VSB or the AOT (at any revision).

Affected part 2: MLG door actuator having P/N 114122015 and having a s/n as listed in Appendix 1 List B of the AOT, as defined in this AD, except those having a reference 'PINSP' on the amendment plate as defined in the VSB or the AOT (at any revision).

Affected part: Main landing gear (MLG) door actuator which is an affected part 1 or an affected part 2.

Affected MLG door 1: MLG door equipped with an affected part 1.

Affected MLG door 2: MLG door equipped with an affected part 2.

Serviceable part: MLG door actuator, eligible for installation in accordance with Airbus instructions, which is not an affected part.

The AOT: Airbus Alert Operators Transmission (AOT) A32N033-24 Revision 02.

The VSB: Triumph (Vendor) Service Bulletin (VSB) SB 114122-32-108.

Aeroplane Reference Date: The date of transfer of title (ownership) of the aeroplane upon delivery by Airbus to the first operator, which is referenced in Airbus documentation.

Groups:

Group 1 aeroplanes are those having an affected part installed.

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

An aeroplane having a MSN greater than 12351 is considered a Group 2 aeroplane, provided that no affected part has been installed on that aeroplane since the aeroplane reference date.

Reason:

Occurrences were reported of jamming of, or inability to open, the MLG door during maintenance operations. Investigations identified that certain MLG door actuators may have been incorrectly assembled.

This condition, if not detected and corrected, could prevent the extension of the MLG, possibly resulting in damage to the aeroplane.

To address this potential unsafe condition, Airbus issued AOT A32N033-24 original issue providing inspection and modification instructions. Consequently, EASA issued AD 2024-0216 requiring for affected parts having a s/n listed in List A of the AOT repetitive inspection of the MLG doors, and, depending on findings, accomplishment of applicable corrective action(s), and eventually replacement of affected parts.

After EASA AD 2024-0216 was issued, Airbus revised AOT A32N033-24 (now at Revision 02) to extend the list of affected parts s/n.



Furthermore, a new aeroplane model (A321-271NY) has been certified, on which affected parts could be installed in service. EASA issued AD 2025-0075 to provide applicable requirements for A321-271NY.

Consequently, EASA issued AD 2025-0158, retaining the requirements of EASA AD 2024-0216, which was superseded, expanding the Applicability to include A321-271NY aeroplanes, and updating the definition of affected part to include the s/n listed in List B of the AOT.

That AD also took over the applicable requirements from EASA AD 2025-0075, which was revised accordingly.

Since EASA AD 2025-0158 was issued, it was determined that the affected part 1 and affected part 2 definitions can be updated to also refer to the AOT (at any revision), and references made to the 'SB' in the reason paragraph were incorrect.

For the reason described above, this AD is revised accordingly, to include the reference of the AOT (at any revision) in the definitions of the affected part 1 and affected part 2 and typographical errors are corrected.

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

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

Inspections:

- (1) For Group 1 aeroplanes: Within 8 days or 5 flight cycles (FC), whichever occurs later from last inspection in accordance with the AOT at any revision, or before next flight after 04 August 2025 [the effective date of the original issue of this AD], whichever occurs later, and thereafter at intervals not to exceed 8 days or 5 FC, whichever occurs later, accomplish an inspection of each affected MLG door 1, as applicable, in accordance with the instructions of the AOT.
- (2) For Group 1 aeroplanes: Within 15 days after 04 August 2025 [the effective date of the original issue of this AD], and, thereafter, at intervals not to exceed 8 days or 5 FC, whichever occurs later, accomplish an inspection of each affected MLG door 2, as applicable, in accordance with the instructions of the AOT.

Corrective Action(s):

- (3) If, during any inspection as required by paragraph (1) or (2) of this AD, any discrepancy on an affected MLG door (1 or 2) is detected, as defined in the AOT, before next flight, replace the affected part on that MLG door with a serviceable part in accordance with the instructions of the AOT.

Parts Replacement:

- (4) For Group 1 aeroplanes: Unless already accomplished as required by paragraph (3) of this AD, within 12 months after 22 November 2024 [the effective date of EASA AD 2024-0216], replace each affected part 1, as applicable, with a serviceable part in accordance with the instructions of the AOT.



- (5) For Group 1 aeroplanes: Unless already accomplished as required by paragraph (3) of this AD, within 18 months after 04 August 2025 [the effective date of the original issue of this AD], replace each affected part 2, as applicable, with a serviceable part in accordance with the instructions of the AOT.

Terminating Action:

- (6) Replacement on an aeroplane of each affected part with a serviceable part, as required by paragraph (3) or (4) or (5) of this AD, as applicable, constitutes terminating action for the repetitive inspections as required by paragraphs (1) and (2) of this AD for that aeroplane.

Parts Installation:

- (7) For Group 1 and Group 2 aeroplanes: From 04 August 2025 [the effective date of the original issue of this AD], do not install any affected part on any aeroplane (see Note 1 of this AD).

Note 1: Removal of an affected part from an aeroplane and subsequent reinstallation of that affected part at the same location of the same aeroplane, accomplished during a single maintenance visit, is not considered as 'installation' as specified in paragraph (7) of this AD.

Ref. Publications:

Airbus AOT A32N033-24 Revision 02 dated 30 June 2025.

Triumph Service Bulletin 114122-32-108 original issue dated 18 June 2025.

The use of later approved revisions of the above-mentioned 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. Based on the required actions and the compliance time, the original issue of this AD was posted on 21 July 2025 as Final AD with Request for Comments, postponing the public consultation process until 18 August 2025. The Comment Response Document can be found in the [EASA Safety Publications Tool](#), in the compressed ('zipped') file, attached to the record for this AD.
3. Enquiries regarding this AD should be referred to the EASA Safety 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](#). This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.



5. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – Airworthiness Office – 1IASA; E-mail: account.airworth-eas@airbus.com .

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