



Airworthiness Directive

AD No.: 2025-0167R1

Issued: 02 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 1: 09 September 2025
Original issue: 13 August 2025

TCDS Number(s): EASA.A.064

Foreign AD: Not applicable

Revision: This AD revises EASA AD 2025-0167 dated 30 July 2025.

ATA 32 – Landing Gear – Main Landing Gear Aft Pintle Pin – Replacement

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: Main Landing Gear (MLG) Aft Pintle Pin having Part Number (P/N) D3215600500600 or P/N D3215303000800, and a serial number as listed in the Appendix 1 of the AOT, as defined in this AD.



Serviceable part: MLG Aft Pintle Pin eligible for installation in accordance with Airbus instructions, which is not an affected part.

The AOT: Airbus Alert Operators Transmission (AOT) A32N036-25.

Group:

Group 1 aeroplanes are those having an affected part installed.

Group 2 aeroplanes are those which are not Group 1 aeroplanes.

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.

Reason:

It was determined that a batch of MLG Aft Pintle Pins did not have nickel plating applied to the inner bore during manufacturing.

This condition, if not corrected, could lead to development of corrosion with potential crack initiation in the affected parts, possibly resulting in a MLG collapse, with consequent damage to the aeroplane and injury to occupants.

To address this potential unsafe condition, Airbus issued the AOT providing instructions to replace the affected parts with serviceable parts. Consequently, EASA issued AD 2025-0167 requiring replacement of affected parts and prohibiting their (re)installation.

Since that AD was issued comments were received and a compliance time extension for the replacement as required by paragraph (1) of this AD can be granted based on the aeroplane reference date.

This AD is revised accordingly.

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:

Replacement:

- (1) For Group 1 aeroplanes: Within 12 months since the date of first installation of an affected part on any aeroplane, or within one month after 13 August 2025 [the effective date of the original issue of this AD], or within 12 months after the aeroplane reference date, whichever occurs later, replace that affected part with a serviceable part in accordance with the instructions of the AOT.

Part(s) Installation:

- (2) For Group 1 and Group 2 aeroplanes: From 13 August 2025 [the effective date of the original issue of this AD], do not install an affected part on any aeroplane (see Notes 1 and 2 of this AD).

Note 1: Removing an affected part from an aeroplane and, during the same maintenance visit, re-installing that part on the same location of the same aeroplane, is not considered “install” as specified in paragraph (2) of this AD.



Note 2: Unless specified otherwise in Note 1 of this AD, installation of any assembly on an aeroplane, having an affected part installed, is considered “install” as specified in paragraph (2) of this AD.

Ref. Publications:

Airbus AOT A32N036-25 original issue dated 23 July 2025.

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, the original issue of this AD was posted on 30 July 2025 as Final AD with Request for Comments, postponing the public consultation process until 27 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.

