



Notification of a proposal to issue an Airworthiness Directive

PAD No.: 15-135

Issued: 29 October 2015

Note: This Proposed Airworthiness Directive (PAD) 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.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.

All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

Design Approval Holder's Name:

AIRBUS

Type/Model designation(s):

A318, A319, A320 and A321 aeroplanes

Effective Date: [TBD - standard: 14 days after AD issue date]

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 in-flight loss of MLG components, possibly resulting in damage to the aeroplane, or injury to persons on the ground.



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 the 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, respectively, 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 Airbus date of manufacture. A maintenance records check is acceptable to make this determination, provided that these records are accurate and can be relied upon for that purpose.
- (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. This Proposed AD will be closed for consultation on 26 November 2015.



2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. For any question concerning the technical content of the requirements in this PAD, 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.

