



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 19-056

Issued: 04 April 2019

Note: This Proposed Airworthiness Directive (PAD) 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.

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):

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 57 – Wings – Main Landing Gear Side Stay Attachment – Inspection

Manufacturer(s):

Airbus, formerly Airbus Industrie

Applicability:

Airbus A320-214, A320-232, A320-271N, A321-231 aeroplanes, manufacturer serial numbers 6954, 6955, 6961, 6962, 6970, 6974, 6976, 6985, 7051, 7089, 7091 and 7096.

Definitions:

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

The applicable SB: Airbus Service Bulletin (SB) A320-57-1214 and SB A320-57-1215, as applicable.

Affected part: Main landing gear (MLG) side stay attachment outboard lugs left-hand (LH) and right-hand (RH) sides.

Reason:

During an inspection on the Airbus production line, damage was observed on an affected part. Investigation results determined that the detected damage had been caused by using incorrect



tooling, and identified a batch of affected parts that may have received the same treatment, and the aeroplanes on which these were installed during production.

This condition, if not detected and corrected, could reduce the structural integrity of the attachment of the MLG to the wing.

To address this potential unsafe condition, Airbus published the applicable SB to provide inspection instructions.

For the reasons described above, this AD requires a detailed inspection (DET) of the affected parts, both LH and RH sides.

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

Required as indicated, unless accomplished previously:

Inspection(s):

- (1) Before exceeding 20 000 flight cycles since aeroplane first flight, accomplish a DET of the affected part in accordance with the instructions of the applicable SB.

Corrective Action(s):

- (2) If, during any DET (LH or RH side) as required by paragraph (1) of this AD, discrepancies are detected, before next flight, contact Airbus to obtain approved instructions for corrective action and accomplish those instructions accordingly.

Ref. Publications:

Airbus SB A320-57-1214 original issue dated 31 October 2018.

Airbus SB A320-57-1215 original issue dated 31 October 2018.

The use of later approved revisions of the above-mentioned documents is acceptable for compliance with the requirements of this AD.

Remarks:

1. This Proposed AD will be closed for consultation on 02 May 2019.
2. Enquiries regarding this PAD should be referred to the EASA Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, can be reported to the [EU aviation safety reporting system](#).
4. 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.

