



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 23-087R1

Issued: 24 November 2023

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 S.A.S.

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 – Nose Landing Gear – Repair Assessment

Manufacturer(s):

Airbus, formerly Airbus Industrie.

Applicability:

Airbus A319-111, A319-112, A319-113, A319-114, A319-115, A319-131, A319-132, A319-133, A319-151N, A319-153N, 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, A321-211, A321-212, A321-213, A321-231, A321-232, A321-251N, A321-251NX, A321-252N, A321-252NX, A321-253N, A321-253NX, A321-271N, A321-271NX, A321-272N and A321-272NX aeroplanes, all manufacturer serial numbers.

Definitions:

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

Aeroplanes approved for operation in CIS (hereafter referred to as "CIS aeroplanes"):

Any aeroplane, irrespective of its current area of operation (inside or outside of the Commonwealth of the Independent States (CIS) that has at least one of the following modifications (mod) embodied in production, or at least one of the following Airbus Service Bulletin (SB) embodied in service:

- mod 155374 or Airbus SB A320-00-1260,



- mod 34650 or Airbus SB A320-32-1308,
- mod 152970 or Airbus SB A320-32-1422.

Affected part: A Nose Landing Gear (NLG) part, as listed in Table 1 of this AD, that has been repaired in accordance with Airbus or Safran Landing Systems (SLS) repair instructions (Repair Design Approval Sheet or repair concession) issued prior to 01 July 2018; and any NLG part, listed in Table 1 of this AD, for which it cannot be determined whether a repair has been accomplished in accordance with Airbus or SLS repair instructions or repair concessions issued prior to 01 July 2018; except

those parts which have been repaired as required by paragraph (1) of this AD, or for which a letter from SLS has been issued to confirm that a fatigue reassessment has been accomplished in accordance with Airbus approved instructions, and no additional action is required.

Table 1 – NLG Parts

Forestay Lower Link Part Number (P/N) D59511 (also known as Drag Stay Lower Arm)
Forestay Lower Link P/N D65238 (also known as Drag Stay Lower Arm)
Forestay Lower Link P/N D67802 (also known as Drag Stay Lower Arm)
Drag Stay Panel P/N D59416
Forestay Upper Panel P/N D65237
Main Fitting P/N D59081-1
Main Fitting P/N D59081-2
Main Fitting P/N D59081-20
Main Fitting P/N D61506
Main Fitting P/N D61546
Main Fitting P/N D65233
Main Fitting P/N D67583
Sliding Tube P/N D59082-1 (including D59082)
Sliding Tube P/N D62768
Sliding Tube P/N D65236
Sliding Tube P/N D66679
Universal Joint P/N D59638

Serviceable part: An NLG part as listed in Table 1 of this AD, which is not an affected part.

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

SLS SL: SLS Service Letter (SL) 580-32-3203 Revision 01.

Groups:

Group 1 are CIS aeroplanes that have an affected part installed.

Group 2 are CIS aeroplanes that do not have an affected part installed. A CIS aeroplane that has a date of manufacture on or after 01 September 2018 is Group 2, provided that no affected part has been installed on that aeroplane since its date of manufacture.

Group 3 are aeroplanes which are not CIS aeroplanes. These include aeroplanes which may have or may not have an affected part installed.

Reason:

Specific aircraft modifications have been designed by Airbus to comply with Russian Federal Air Transport Agency (FATA) and CIS Interstate Aviation Committee (IAC AR) requirements. Airbus also issued corresponding SBs allowing modification of in-service aeroplanes to comply with these requirements.

Following a design review, it has been identified that damage tolerance and fatigue reassessment of NLG repairs are required for certain parts fitted on aeroplanes approved for CIS operation.

This condition, if not corrected, could lead to damage or failure of the affected parts or/and the NLG, leading to damage to the aeroplane and injury to occupants.

To address this potential unsafe condition Airbus issued Operators Information Transmission (OIT) 999.0013/23 referencing the SLS SL providing details on repair reassessment process.

For the reason described above, this AD requires reporting of all the repairs accomplished on affected parts, and accomplishment of applicable repair instructions. This AD also requires replacement of all affected parts and introduces restrictions for the installation of affected parts.

Since PAD 23-087 was issued a comment received from an operator indicated that additional aeroplane models are eligible to be approved for operation in CIS and, therefore, potentially affected by the unsafe condition. Additionally, it was determined that, for reporting purposes, use of reporting form provided by SLS SL is more appropriate.

For the reason described above, this PAD is revised to expand the Applicability and clarify Group 3 definition.

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

Required as indicated, unless accomplished previously:

Reporting and Repair:

- (1) For Group 1 aeroplanes: Within 3 months after the effective date of this AD, contact SLS for approved repair instructions applicable to an affected part and, within the compliance time specified in those instructions, accomplish those instructions accordingly. Using the reporting form in SLS SL is an acceptable method to contact SLS.



Replacement:

- (2) For Group 1 aeroplanes: Within 9 months after the effective date of this AD, replace all affected parts with serviceable parts in accordance with approved maintenance instructions.

Part(s) installation:

- (3) For Group 2 aeroplanes: Installation of an affected part on an aeroplane is allowed only within 3 months after the effective date of this AD. Following that installation, the aeroplane becomes a Group 1 aeroplane.
- (4) For Group 1 and Group 2 aeroplanes: After 3 months from the effective date of this AD, do not install on any aeroplane an affected part.
- (5) For Group 3 aeroplanes: From the effective date of this AD, it is allowed to modify an aeroplane in accordance with the instruction of Airbus SB A320-00-1260, or SB A320-32-1308, or A320-32-1422, provided no affected part is installed on that aeroplane. Following that modification, the aeroplane is effectively a Group 2 aeroplane.

Ref. Publications:

Airbus OIT 999.0013/23 original issue dated 11 May 2023.

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

SLS Service Letter 580-32-3203 Revision 01 dated 24 April 2023.

Remarks:

1. This Proposed AD will be closed for consultation on 15 December 2023.
2. Enquiries regarding this PAD should be referred to the EASA Safety 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](#). This may include reporting on the same or similar components, other than those covered by the design to which this PAD 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.
4. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS – Airworthiness Office – IIASA; E-mail: account.airworth-eas@airbus.com.

