



Notification of a proposal to cancel an Airworthiness Directive

PAD No.: 17-038-CN

Issued: 21 March 2017

Note: This Proposed Airworthiness Directive (PAD) Cancellation Notice (CN) 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 cancellation 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):

A319, A320 and A321 aeroplanes

Effective Date: [standard: same day as AD-CN issue date]

TCDS Number(s): EASA.A.064

Foreign AD: Not applicable

Cancellation: This Notice proposes to cancel EASA AD 2015-0234 dated 08 December 2015.

CANCELLED: ATA 52 – Doors – Main Landing Gear Door Tie Rod Assembly – Inspection

Manufacturer(s):

Airbus (formerly Airbus Industrie)

Applicability:

Airbus A319-115, A319-132, A320-214, A320-216, A320-232, A321-211, A321-213 and A321-231 aeroplanes, manufacturer serial numbers (MSN) as listed in Airbus Service Bulletin (SB) A320-52-1167.

Reason:

A production quality issue was identified concerning tie rod assemblies, having Part Number (P/N) starting with D52840212000 or D52840212002, which are installed on the main landing gear (MLG) hinged fairing assembly. This quality issue affects the cadmium plating surface treatment which was inadvertently omitted from the rod end threads of the assembly. The absence of cadmium plating reduces the corrosion protection scheme.

This condition, if not detected and corrected, was initially assessed as leading to galvanic corrosion of the tie rod end threads, possibly resulting in rod end failure, loss of a MLG door, and consequent injury to persons on ground.



To address this unsafe condition, Airbus identified the affected MSN and issued SB A320-52-1167 to provide inspection instructions.

Consequently, EASA issued AD 2015-0234, requiring a one-time inspection of the affected MLG hinged fairing tie rod assemblies, and, depending on findings, replacement of the affected tie rod assembly.

Since that AD was issued, tests performed by the tie rod assembly manufacturers determined that the assemblies, even without cadmium plating surface treatment on the rod end threads, can withstand the expected environmental conditions. The consequence is that the unsafe condition, as initially determined, does not exist.

For the reasons described above, this Notice proposes to cancel EASA AD 2015-0234.

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

None

Ref. Publications:

Airbus SB A320-52-1167 original issue, dated 06 August 2015.

Remarks:

1. This Proposed AD-CN will be closed for consultation on 18 April 2017.
2. Enquiries regarding this PAD-CN 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-CN, please contact: AIRBUS – Airworthiness Office – EIAS; Fax +33 5 61 93 44 51; E-mail: account.airworth-eas@airbus.com.

