



Notification of a proposal to issue an Airworthiness Directive

PAD No.: 15-136

Issued: 04 November 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):

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 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, could lead 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.

For the reason described above, this AD requires a one-time inspection of the affected MLG hinged fairing tie rod assemblies, and, depending on findings, replacement of the affected tie rod assembly.

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

Required as indicated, unless accomplished previously:

Within 80 months after aeroplane first flight, accomplish the actions as specified in paragraphs (1) and (2) of this AD.

- (1) Accomplish a detailed inspection (DET) of each MLG hinged fairing tie rod assembly, having the P/N starting with D52840212000 or D52840212002, in accordance with the instructions of Airbus SB A320-52-1167.
- (2) If, during the DET as required by paragraph (1) of this AD, a tie rod assembly is identified without any cadmium plating (silver threads surface finish), replace the tie rod assembly with a serviceable part (same P/N), determined to have cadmium plating (gold threads surface finish), in accordance with the instructions of Airbus SB A320-52-1167.

Ref. Publications:

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

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

Remarks:

1. This Proposed AD will be closed for consultation on 02 December 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.

