 Direction générale de l'aviation civile France GSAC publication	AIRWORTHINESS DIRECTIVE No F-2002-075 R1	Distribution: B	Issue date: March 16, 2005	Page : 1/2
	This Airworthiness Directive is published by the DGAC on behalf of EASA, Airworthiness Authority of the State of Design for the affected product, part or appliance.		<i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i>	
No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive, unless otherwise agreed with the Authority of the State of Registry.				
Corresponding foreign Airworthiness Directive(s): Not applicable		Airworthiness Directive(s) replaced: 2002-075 original issue		
Person in charge of airworthiness: AIRBUS SAS		Type(s): A319, A320, A321 aircraft		
Type certificate(s) No. 180 TCDS No 180				
ATA chapter: 32	Subject: Main Landing Gear side-stay cuff lug			

1. EFFECTIVITY:

AIRBUS A319, A320 and A321 aircraft, all certified models, all serial numbers which have not received AIRBUS modification 30648 in production or AIRBUS Service Bulletin (SB) A320-32-1223 in service.

2. REASONS:

One complete rupture of a pair of Main Landing Gear (MLG) side stay cuff lugs has been reported resulting in the disconnection of the side-stay downlock springs from the lock stay links.


In such a case, during the landing mode, the MLG could not be guaranteed to lock down during a LG freefall extension with the possible consequence of a MLG collapse, which could cause damage to the aircraft and the passengers.

Revision 1 of this Airworthiness Directive (AD) cancels the Note related to Maintenance Planning Document (MPD) task 321119-01-1 since its interval has been increased to 100 days in MPD Revision 28 dated January 2005.

3. COMPLIANCE TIMES AND MANDATORY ACTIONS:

The following measures are rendered mandatory on the effective date of this AD at original issue.

- 3.1.** Within 60 months from first entry in service of the MLG or before accumulation of 9,000 flight hours whichever occurs first, perform a visual check of the left and right MLG side stay cuff lugs and downlock spring attachment, and apply all necessary corrective actions in accordance with the instructions given in SB A320-32A1224.

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3.2. For aircraft having exceeded the above limits, a visual check in accordance with SB A320-32A1224 must be accomplished within 500 flight hours from the effective date of this AD at original issue.

3.3. Repeat this visual check every 500 flight hours in accordance with SB A320-32A1224.
[...]

Accomplishment of SB A320-32-1223 on both MLG sides cancels requirement of this AD.

4. REFERENCE PUBLICATIONS:

AIRBUS Service Bulletin A320-32A1224
AIRBUS Service Bulletin A320-32-1223
Any further approved revision of these documents is acceptable.

5. EFFECTIVE DATES:

Original issue : February 02, 2002
Revision 1 : March 26, 2005.

6. REMARK:

For questions concerning the technical content of this AD's requirements, contact:

AIRBUS SAS - Office of Airworthiness - Fax 33 5 61 93 44 51.

7. APPROVAL:

This Revision of AD is approved under EASA reference No 2005-2240 dated March 09, 2005.

SUPERSEDED