

 Direction générale de l'aviation civile France GSAC publication	AIRWORTHINESS DIRECTIVE No F-2005-128		Distribution: B	Issue date: August 17, 2005 <i>Correction of August 31, 2005</i>	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.					
C	Corresponding foreign Airworthiness Directive(s): Not applicable		Airworthiness Directive(s) replaced: UF-2005-128 and UF-2005-120 cancelled by its Revision 1		
	Person in charge of airworthiness: AIRBUS SAS		Type(s): A320 aircraft		
	Type certificate(s) No. 180 TCDS No 180				
ATA chapter: 32		Subject: Landing gear - Main Landing Gear (MLG) axle nut separation			

This is a correction: corrected line is marked with the letter 'C' in the margin.

1. EFFECTIVITY:

AIRBUS A320 aircraft, all certified models, serial numbers (MSN): 2275 to 2486 inclusive except MSN 2441, 2447, 2449, 2451, 2453, 2455, 2459, 2475, 2479 and 2484.

2. REASONS:

This Airworthiness Directive (AD) is issued following an error in the compliance time of Emergency AD (EAD) UF-2005-120 which is cancelled.

Recall of EAD UF-2005-120 reason:

An A320 operator has reported a brake, at wheel position 3, dragging and the relevant brake temperature rising during taxi out.

The inspection of the wheel position 3 showed that the axle nut had separated from the axle.

The investigation showed that the most probable hypothesis is that locking bolts securing the axle nut were not installed on aircraft whilst on the final production assembly line.

The absence of locking bolts, associated nuts, washers and cotter pins can allow the loosening of axle nut and subsequently separation of the wheel from the axle with consequential damage to the gear.

The aim of this AD is to check for locking bolts, associated nuts, washers and cotter pins installation.

	AIRWORTHINESS DIRECTIVE No F-2005-128	Distribution: B	Issue date: August 17, 2005 <i>Correction of August 31, 2005</i>	Page: 2/2
---	--	---------------------------	---	---------------------

3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

- 3.1. Unless already accomplished, within 500 flight hours from July 08, 2005 (effective date of EAD UF-2005-120), inspect the locking bolts, nuts, washers and cotter pins of each MLG wheel and apply corrective actions if necessary in accordance with AOT A320-32A1303.
- 3.2. Report the results of this inspection to AIRBUS.

4. REFERENCE PUBLICATION:

AIRBUS AOT A320-32A1303 dated July 04, 2005
Any further approved revision of this AOT is acceptable.

5. EFFECTIVE DATE:

Upon receipt of EAD UF-2005-128 issued on July 13, 2005.

6. REMARKS:

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

AIRBUS SAS - EAS - Fax : 33 5 61 93 44 51.

This AD replaces EAD UF-2005-120 which has been issued only in emergency form.

7. APPROVAL:

This AD is approved under EASA reference No 2005-6092 dated July 13, 2005.