


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 12-074</p> <p>Date: 03 July 2012</p> <p>Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>
<p>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.</p> <p>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 closing date indicated.</p>	
Type Approval Holder's Name :	Type/Model designation(s) :
AIRBUS	A318, A319, A320 and A321 aeroplanes
TCDS Number : EASA.A.064	
Foreign AD : Not applicable	
Supersedure : None	
ATA 57	Wings – Main Landing Gear Retraction Jack Anchorage Fittings – Inspection / Replacement
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	Airbus A318-111, A318-112, A318-121, A318-122, A319-111, A319-112, A319-113, A319-114, A319-115, A319-131, A319-132, A319-133, A320-111, A320-211, A320-212, A320-214, A320-215, A320-216, A320-231, A320-232, A320-233, A321-111, A321-112, A321-131, A321-211, A321-212, A321-213, A321-231 and A321-232 aeroplanes models, all manufacturer serial numbers.
Reason:	<p>Airbus has identified a batch of special washers, Part Number (P/N) D5725260120000 and P/N D5725664320000, which have been incorrectly manufactured and delivered as spares from the supplier between October 2006 and January 2010. As a result of these manufacturing defects, the affected washers differ geometrically from the design specifications. The results of further analyses on Airbus A318, A319, A320 and A321 aeroplanes demonstrate that the affected washers could be seated incorrectly when installed on aeroplanes, which could affect the main landing gear (MLG) retraction jack anchorage fitting bearing installation. .</p> <p>This condition, if not detected and corrected, could lead to a local stress concentration which may reduce the fatigue life of the jack fitting, possibly reducing the structural integrity of the affected MLG.</p> <p>For the reasons describe above, this AD requires a one-time detailed visual inspection of the left-hand (LH) and right-hand (RH) MLG retraction jack anchorage fitting bearing assemblies to verify that the special washer is seated correctly and, depending on findings, the accomplishment of applicable corrective actions.</p>
Effective Date:	[TBD: 14 days after final AD issue date]

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Within 21 300 flight cycles after 01 August 2006, accomplish a detailed visual inspection of the LH and RH MLG retraction jack anchorage fitting bearing assemblies in accordance with the instructions of Airbus Service Bulletin (SB) A320-57-1169. (2) If, during the inspection as required by paragraph (1) of this AD, a special washer is found seated incorrectly, before next flight, apply the applicable corrective actions in accordance with the instructions of Airbus SB A320-57-1169. (3) Aeroplanes on which Airbus modification (mod) 39730 or Airbus mod 150311 has been embodied in production, or on which Airbus SB A320-57-1157 has been embodied in service, do not have to be inspected as required by paragraph (1) of this AD, unless a special washer with a P/N D5725260120000 or P/N D5725664320000 has been installed since the aeroplane first flight, or since modification in accordance with Airbus SB A320-57-1157, as applicable. Maintenance records can be used to demonstrate this, provided those records can be relied upon for that purpose. (4) MLG retraction jack anchorage fitting bearing assemblies on which no special washer replacement has been accomplished after 01 August 2006, and MLG retraction jack anchorage fitting bearing assemblies on which a special washer replacement has been accomplished in accordance with the instructions of AMM task 57-26-13-400 (issued after 01 September 2011), do not have to be inspected as required by paragraph (1) of this AD. Maintenance records can be used to demonstrate this, provided those records can be relied upon for that purpose. (5) From the effective date of this AD, do not install a special washer having P/N D5725260120000 or P/N D5725664320000 on an aeroplane, unless in accordance with the instructions of Airbus SB A320-57-1169, or in accordance with the instructions of AMM task 57-26-13-400 (issued after 01 September 2011), thereby ensuring that the washer is seated correctly.
<p>Ref. Publications:</p>	<p>Airbus SB A320-57-1169 original issue dated 10 January 2012</p> <p>Airbus SB A320-57-1157 original issue dated 11 June 2009</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks :</p>	<ol style="list-style-type: none"> 1. This Proposed AD will be closed for consultation on 31 July 2012. 2. Enquiries regarding this PAD should be referred to the Safety Information Section, Executive Directorate, EASA. 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.