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| <b>EASA</b>   | <b>NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE</b>  |   |
|  | <b>PAD No.: 14-012</b><br><br><b>Date: 17 January 2014</b><br><br>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.  |   |
|   | 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.<br>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.  |   |
| <b>Design Approval Holder's Name:</b><br>AIRBUS                                   |  | <b>Type/Model designation(s):</b><br>A318, A319, A320 and A321 aeroplanes |
| TCDS Number: EASA.A.064   |  |   |
| Foreign AD: Not Applicable  |  |   |
| Supersedure: None   |  |   |
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| <b>ATA 32</b>   | <b>Landing Gear – Main Landing Gear Sliding Tube Axles – Inspection</b>  |   |
|   |  |   |
| 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, A320-211, 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, all manufacturer serial numbers.  |   |
| Reason:   | <p>Following an in service occurrence, a population of single aisle landing gear axles has been identified that may have been subject to a grinding operation during the main landing gear (MLG) manufacturing process. This grinding operation may have resulted in areas of residual stress on the axles on the MLG sliding tubes.</p> <p>This condition, if not detected and corrected, could lead to cracks in the axle and (partial) detachment of axle and wheel from the sliding tube, possibly resulting in failure of a MLG with consequent damage to the aeroplane and injury to occupants.</p> <p>To address this potential unsafe condition, Messier-Dowty, the MLG gear manufacturer, issued Service Bulletin (SB) 200-32-313 and SB 201-32-62, providing inspection instructions and criteria for removal from service of the affected MLG sliding tubes.</p> <p>For the reasons described above, this AD requires a one-time Special Detailed Inspection (SDI) of the axle and brake flange of the MLG and, depending on findings, replacement of the MLG sliding tube.</p> |   |
| Effective Date:   | [TBD: 14 days after final AD issue date]   |   |

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| <p>Required Action(s) and Compliance Time(s):</p> | <p>Required as indicated, unless accomplished previously:</p> <p>(1) Within 3 months after the effective date of this AD, accomplish the following actions:</p> <p>(1.1) Identify the Part Number (P/N) and Serial Number (S/N) of the MLG sliding tubes installed on each aeroplane. A review of aeroplane maintenance records is acceptable to accomplish the identification as required by this paragraph, provided those records can be relied upon for that purpose.</p> <p>(1.2) For each MLG sliding tube, identified as required by paragraph (1) of this AD, having a P/N and S/N as listed in Appendix 1 of this AD, accomplish a SDI of the affected MLG axle and brake flange in accordance with the instructions of Messier-Dowty SB 200-32-313 (A318, A319 and A320) or SB 201-32-62 (A321), as applicable, or in accordance with the instructions of Airbus SB A320-32-1416.</p> <p>(2) If, during the SDI as required by paragraph (1.2) of this AD, any damage is detected, before next flight, replace the MLG sliding tube with a serviceable one, in accordance with the instructions of Messier-Dowty SB 200-32-313 (A318, A319 and A320) or SB 201-32-62 (A321), as applicable, or in accordance with the instructions of Airbus SB A320-32-1416.</p> <p>Note: For the purpose of this AD, a serviceable sliding tube is a sliding tube having a P/N and S/N not listed in Appendix 1 of this AD, or a sliding tube having a P/N and S/N listed in Appendix 1 of this AD which has passed the SDI as required by paragraph (1.2) of this AD.</p> <p>(3) Do not install on any aeroplane a MLG sliding tube, having a P/N and S/N as listed in Appendix 1 of this AD, as required by paragraph (3.1) or (3.2) of this AD, as applicable, unless that sliding tube has passed the SDI as required by paragraph (1.2) of this AD.</p> <p>(3.1) For aeroplanes that have a MLG sliding tube installed, having a P/N and S/N as listed in Appendix 1 of this AD: After release to service of the aeroplane following the SDI as required by paragraph (1.2) of this AD.</p> <p>(3.2) For aeroplanes that, on the effective date of this AD, do not have a MLG sliding tube installed having a P/N and S/N as listed in Appendix 1 of this AD: From the effective date of this AD.</p> |
| <p>Ref. Publications:</p>                         | <p>Messier-Dowty SB 200-32-313 dated 25 February 2013.</p> <p>Messier-Dowty SB 201-32-62 dated 25 February 2013.</p> <p>Airbus SB A320-32-1416 [to be issued]</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>                                   | <p>1. This Proposed AD will be closed for consultation on 14 February 2014.</p> <p>2. Enquiries regarding this PAD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</p> <p>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: <a href="mailto:account.airworth-eas@airbus.com">account.airworth-eas@airbus.com</a>.</p>  |

Appendix 1 – S/N of affected MLG Sliding Tubes, P/N 201160302, P/N 201371304, P/N 201371302, P/N 201522353, P/N 201522350 and P/N 201383350

| Installed on A318, A319 and A320 |           |            |            |
|----------------------------------|-----------|------------|------------|
| 78B                              | 1016B11   | 1108B      | 1144B      |
| 4490B                            | B001-4781 | B041-4871  | B045-4869  |
| B051-4192                        | B054-4891 | B063-4921  | B071-4911  |
| B071-4917                        | B080-1933 | B89-4952   | B110-1952  |
| B114-1956                        | B116-5004 | B117-5010  | B120-4989  |
| B129-1964                        | B132-2023 | B133-1947  | B154-5037  |
| B165-4623                        | B170-5031 | B182-5047  | B202-4598  |
| B208-2009                        | B227-2010 | B239-2053  | B244-4766  |
| B267-4794                        | B272-4813 | B1401-2856 | B1813-3142 |
| B4493                            | B4498     | B4513      | B4517      |
| B4530                            | B4568     | SS4359     |            |

| Installed on A321 |          |          |
|-------------------|----------|----------|
| B03-111           | B03-110  | B011-149 |
| B014-25           | B019-56  | B019-57  |
| B021-69           | B022-60  | B112-317 |
| B174-351          | B179-392 | B1831    |
| B1832             | 4377B    | 4393B    |
| SS4355B           | SS4400B  |          |