


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 14-057</p> <p>Date: 25 March 2014</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. 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>	
Design Approval Holder's Name: AIRBUS	Type/Model designation(s): A318, A319 and A320 aeroplanes
TCDS Number:	EASA.A.064
Foreign AD:	Not applicable
Supersedure:	None
ATA 32	Landing Gear – Main Landing Gear Upper Cardan – Life Limitation
Manufacturer:	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 and A320-233 aeroplanes, all manufacturer serial numbers.
Reason:	<p>During an A320-200 77T main landing gear (MLG) fatigue test by Messier Bugatti-Dowty (MBD), an upper cardan was found with a crack, emanating from the grease hole / main lug intersection. The affected upper cardan, Part Number (P/N) 201163620, is listed in the applicable Airworthiness Limitations Section (ALS) Part 1 with a demonstrated fatigue life of 60 000 landings.</p> <p>This condition, if not corrected, could lead to MLG upper cardan failure, possibly resulting in MLG collapse and subsequent damage to the aeroplane and injury to occupants.</p> <p>Prompted by these findings and further to analysis, it has been decided to reduce the life limit for certain installations of the P/N 201163620 MLG upper cardan.</p> <p>For the reasons described above, this AD requires implementation of the new life limits, as applicable, and replacement of any affected MLG upper cardan units that have already exceeded the reduced limit.</p> <p>The reduced life limits for the affected MLG upper cardan are expected to be incorporated in a next revision of the Airbus A318/A319/A320/A321 ALS Part 1.</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> <p>(1) Within 3 months after the effective date of this AD, or before exceeding the life limit as defined in Appendix 1 of this AD, as applicable, whichever occurs later, replace each MLG upper cardan P/N 201163620 with a serviceable part.</p> <p>Note 1: For the purpose of this AD, a serviceable MLG upper cardan is a part having P/N 201163620 that has not exceeded the life limit defined in Appendix 1 of this AD, or a MLG upper cardan having a different P/N that has not exceeded the life limit defined in Airbus A318/A319/A320/A321 ALS Part 1 Revision 02.</p> <p>(2) From the effective date of this AD, it is allowed to install a MLG upper cardan P/N 201163620 on an aeroplane, provided the part life has not exceeded the life limit defined in Appendix 1 of this AD, as applicable, and that, following installation, it is replaced before exceeding the applicable life limit as defined in Appendix 1 of this AD (see Notes 1, 4 and 6) with a serviceable part.</p>
<p>Ref. Publications:</p>	<p>Airbus A318/A319/A320/A321 ALS Part 1 Revision 02, dated 13 May 2011.</p> <p>The use of later approved revisions of this document 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 08 April 2014. 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.

Appendix 1 – MLG Upper Cardan P/N 201163620 Life Limit

- Note 2: The life limit as specified in this Appendix (see table below) is counted in landings, accumulated by the MLG unit since its first installation on an aeroplane.
- Note 3: The life limit applies only where the installation is valid for the given aeroplane model, configuration, and weight variant (WV).
- Note 4: In case of transfer of a part between aeroplanes having a different life limitation, refer to the Airbus A318/A319/A320/A321 ALS Part 1 Revision 02 sub-part 1-0 paragraph 6 for the method to adjust the life limitation.
- Note 5: A MLG unit on which Airbus modification (mod) 26644 is embodied (i.e. post-mod) is also known as “Enhanced” landing gear. Pre-mod 26644 MLG units are identified as P/N 201375xxx Leg and Dressing Series and post-mod 26644 MLG units are identified as P/N 201582xxx Leg and Dressing series.
- Note 6: For aeroplanes and configurations not defined in the table below, the life limitation is unchanged and those as specified in Airbus A318/A319/A320/A321 ALS Part 1 at Revision 02 still apply.

Affected aeroplanes	Life Limit (see Note 2 above)
A319 pre-mod 26644, excluding Corporate Jets post-mod 28238, 28162 and 28342	50 950
A319 post-mod 26644, excluding Corporate Jets post-mod 28238, 28162 and 28342	56 480
A320 Twin pre-mod 26644, WV012, WV011, WV016 and WV018	50 950
A320 Twin post-mod 26644, WV012, WV011, WV016 and WV018	56 480
A320 Twin post-mod 26644, WV015 and WV017	42 140