


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2011-0024R1</p> <p>Date: 28 February 2011</p> <p>Note: This Airworthiness Directive (AD) 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>This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>	
<p>Type Approval Holder's Name :</p> <p>AIRBUS</p>	<p>Type/Model designation(s) :</p> <p>A319, A320 and A321 aeroplanes</p>
<p>TCDS Number :</p> <p>EASA.A.064</p>	
<p>Foreign AD :</p> <p>Not applicable</p>	
<p>Revision:</p>	<p>This AD revises EASA AD 2011-0024 dated 15 February 2011, which superseded DGAC France AD F-2002-075R1 dated 16 March 2005, approved under EASA reference No 2005-2240.</p>
ATA 32	Landing Gear – Main Landing Gear (MLG) Side-Stay Cuff Lug – Inspection / Repair
<p>Manufacturer(s):</p>	<p>Airbus (formerly Airbus Industrie)</p>
<p>Applicability:</p>	<p>Airbus 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, all manufacturer serial numbers, except aeroplanes on which Airbus modification 30648 has been embodied in production or Airbus Service Bulletin (SB) A320-32-1223 (any revision) has been embodied in service, on left-hand (LH) and right-hand (RH) MLG.</p>
<p>Reason:</p>	<p>One complete rupture of a pair of MLG side stay cuff lugs has been reported, resulting in the disconnection of the side-stay downlock springs from the lock stay links.</p> <p>This condition, if not detected and corrected, could prevent the MLG to lock-down during a freefall extension, possibly resulting in MLG collapse with consequent damage to the aeroplane and injury to passengers.</p> <p>To address this unsafe condition, DGAC France issued AD F-2002-075R1 to require repetitive visual inspections of both LH and RH side stay cuff lugs and of the downlock springs attachments (links) and, in case of findings, the application of the associated corrective actions.</p> <p>This AD retains the requirements of DGAC France AD F-2002-075R1, which is superseded, and extends the inspection interval from 500 flight hours (FH) to 900 FH.</p>

	This AD has been revised to exclude aeroplanes from the Applicability that have already been modified in service in accordance with Airbus SB A320-32-1223 (any revision), which is the equivalent to Airbus production modification 30648.																		
Effective Date:	Revision 1: 14 March 2011 Original issue: 01 March 2011																		
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within the compliance time indicated in Table 1 of this AD, whichever of A or B occurs later, inspect both LH and RH side stay cuff lugs and links in accordance with the instructions defined in Airbus Service Bulletin (SB) A320-32A1224.</p> <p style="text-align: center;">Table 1</p> <table border="1" data-bbox="576 651 1323 904"> <thead> <tr> <th colspan="2">Compliance Time</th> </tr> </thead> <tbody> <tr> <td>A</td> <td>Within 60 months from the MLG first installation on an aeroplane or before the accumulation of 9 000 FH since the first flight of the aeroplane, whichever occurs first.</td> </tr> <tr> <td>B</td> <td>Within 500 FH after 02 February 2002 [the effective date of DGAC France AD F-2002-075, original issue].</td> </tr> </tbody> </table> <p>(2) Thereafter, at intervals not to exceed 900 FH, repeat the visual inspection of the LH and RH MLG side stay cuff lugs and links in accordance with the instructions defined in Airbus SB A320-32A1224. The applicable task 321119-02-1 of the Maintenance Planning Document (MPD) also contains these instructions and can be used as reference to demonstrate compliance with the repetitive inspection requirements of paragraph (2) of this AD.</p> <p>Note: The inspection interval required by paragraph (2) of this AD overrides the 500 FH interval specified in Airbus SB A320-32A1224.</p> <p>(3) If, during any inspection required by paragraph (1) or (2) of this AD, the lugs on the MLG side-stay cuff or links (center joint) are found to be cracked or fractured, before next flight, replace the defective parts with serviceable parts, not listed in Table 2 of this AD, in accordance with the instructions defined in Airbus SB A320-32A1224.</p> <p style="text-align: center;">Table 2 - Affected Parts</p> <table border="1" data-bbox="632 1489 1268 1809"> <thead> <tr> <th>Part Name</th> <th>Part Number (P/N)</th> </tr> </thead> <tbody> <tr> <td>Cuff sub assembly</td> <td>P/N 201057208</td> </tr> <tr> <td>Cuff</td> <td>P/N 201057634</td> </tr> <tr> <td>Cuff</td> <td>P/N 201163309</td> </tr> <tr> <td>Banana link sub assembly</td> <td>P/N 201057204</td> </tr> <tr> <td>Banana link</td> <td>P/N 201057304</td> </tr> </tbody> </table> <p>(4) Replacement of parts as required by paragraph (3) of this AD does not constitute terminating action for the repetitive inspections as required by paragraph (2) of this AD.</p> <p>(5) In-service modification of both LH and RH MLG units on an aeroplane in accordance with the instructions of Airbus SB A320-32-1223 constitutes terminating action for the initial and repetitive</p>	Compliance Time		A	Within 60 months from the MLG first installation on an aeroplane or before the accumulation of 9 000 FH since the first flight of the aeroplane, whichever occurs first.	B	Within 500 FH after 02 February 2002 [the effective date of DGAC France AD F-2002-075, original issue].	Part Name	Part Number (P/N)	Cuff sub assembly	P/N 201057208	Cuff	P/N 201057634	Cuff	P/N 201163309	Banana link sub assembly	P/N 201057204	Banana link	P/N 201057304
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	inspection requirements of this AD for that aeroplane.
Ref. Publications :	<p>Airbus Service Bulletin A320-32A1224 Original or Revision 01.</p> <p>Airbus Service Bulletin A320-32-1223 Original or Revision 01.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
Remarks :	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. The required actions and the risk allowance have granted the issuance of a Final AD with Request for Comments, postponing the public consultation process after publication.. 3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – Airworthiness Office – EAS, Fax +33 5 61 93 44 51, E-mail: account.airworth-eas@airbus.com.