


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2012-0223</p> <p>Date: 23 October 2012</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 748/2012, Part 21.A.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>		
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, all manufacturer serial numbers.	
Reason:	<p>Airbus identified a batch of special washers, Part Number (P/N) D5725260120000 and P/N D5725664320000, which were 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 described 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:	06 November 2012	

<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 incorrectly seated, 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. <p>Note: The affected special washers (P/N D5725260120000 and P/N D5725664320000) have been manufactured between October 2006 and January 2010.</p> <ol style="list-style-type: none"> (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 correctly seated.
<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. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 03 July 2012 as PAD 12-074 for consultation until 31 July 2012. The Comment Response Document can be found at http://ad.easa.europa.eu. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive 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 – EIAS, Fax +33 5 61 93 44 51; E-mail: account.airworth-eas@airbus.com.