



## Airworthiness Directive

**AD No.:** 2016-0018R1

**Issued:** 14 September 2016

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 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 [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EC) 216/2008, Article 14(4) exemption].

### Design Approval Holder's Name:

AIRBUS

### Type/Model designation(s):

A318, A319, A320 and A321 aeroplanes

**Effective Date:** Revision 1: 21 September 2016  
Original issue: 02 February 2016

**TCDS Number(s):** EASA.A.064

**Foreign AD:** Not applicable

**Revision:** This AD revises EASA AD 2016-0018, dated 19 January 2016.

## ATA 32 – Landing Gear – Main Landing Gear Side Stay Assemblies – Replacement / Modification

### 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:

During studies for a new landing gear design, it was discovered that the single-locked upper and lower cardan joints of the Main Landing Gear (MLG) do not comply with the certification specifications of (CS, formerly JAR) Part 25.607.

This condition, if not corrected, could lead to MLG side stay locking failure that, during take off and landing, may result in damage to the aeroplane and detrimental effect on safe flight.

To address this potential unsafe condition, the MLG manufacturer developed a modification to change the single-locked MLG joint into a double-locked one. This modification is available for



in-service application through Messier-Bugatti-Dowty (MBD) Service Bulletin (SB) 200-32-315 or SB 201-32-63, or Airbus SB A320-32-1429.

For the reasons described above, EASA issued AD 2016-0018 to require modification or replacement of the MLG side stay assemblies, introducing the double locking of the MLG upper and lower cardan joints.

Following new engineering evaluation, this AD is revised to extend the compliance time. This revised AD also clarifies the affected Part Number (P/N) references in Appendix 1 by adding Notes, and introduces some editorial changes without affecting the requirements.

**Required Action(s) and Compliance Time(s):**

Required as indicated, unless accomplished previously:

Note 1: For the purpose of this AD, the 'affected' MLG side stay assemblies are those identified in Appendix 1 of this AD.

- (1) Within 120 months after 02 February 2016 [the effective date of the original issue of this AD], modify each affected MLG side stay assembly in accordance with the instructions of MBD SB 200-32-315 or SB 201-32-63, or replace each affected MLG side stay assembly with a modified one in accordance with the instructions of Airbus SB A320-32-1429, as applicable.

Note 2: Replacing a MLG on an aeroplane with a MLG which includes a MLG side stay assembly modified in accordance with the instructions of MBD SB 200-32-315 or SB 201-32-63, as applicable, is acceptable to comply with the requirements of paragraph (1) of this AD, as applicable to that MLG for that aeroplane.

- (2) An aeroplane on which Airbus modification (mod) 156646 or mod 161202 or mod 161346 has been embodied in production is not affected by the requirements of paragraph (1) of this AD, provided it is determined that no affected MLG side stay assembly (see Note 1 of this AD) is installed on that aeroplane. A maintenance records check is acceptable to make this determination, provided that these records are accurate and can be relied upon for that purpose.
- (3) Do not install on any aeroplane an affected MLG side stay assembly (see Note 1 of this AD), as required by paragraph (3.1) or (3.2) of this AD, as applicable.
  - (3.1) For an aeroplane that has an affected MLG side stay assembly (see Note 1 of this AD) installed: After modification of the aeroplane as required by paragraph (1) of this AD.
  - (3.2) For an aeroplane that does not have an affected MLG side stay assembly installed (see Note 1 of this AD): From the effective date of this AD.
- (4) Installation on an aeroplane of a MLG, or of a MLG side stay assembly, approved after the effective date of this AD, is equal to compliance with the requirements of paragraph (1) of this AD, as applicable to that MLG for that aeroplane, provided the conditions as specified in paragraphs (4.1) and (4.2) of this AD are met.



- (4.1) The MLG standard must be approved by EASA, or approved under Airbus Design Organisation Approval (DOA); and
- (4.2) The installation must be accomplished in accordance with aeroplane modification instructions approved by EASA, or approved under Airbus DOA.

**Ref. Publications:**

Airbus SB A320-32-1429 original issue dated 10 September 2015, or Revision 01 dated 29 February 2016.

Messier-Bugatti-Dowty SB 200-32-315 dated 24 April 2015.

Messier-Bugatti-Dowty SB 201-32-63 dated 24 April 2015.

The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.

**Remarks:**

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. The original issue of this AD was posted on 29 October 2015 as PAD 15-135 for consultation until 26 November 2015. The Comment Response Document can be found at <http://ad.easa.europa.eu>.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto: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](mailto:account.airworth-eas@airbus.com).



## Appendix 1 – MLG Side Stay Assemblies to be modified / replaced

| Applicability          | P/N Range     |               | Strike number<br>not cancelled | Note(s)<br>Ref. |    |
|------------------------|---------------|---------------|--------------------------------|-----------------|----|
|                        | From          | to            |                                |                 |    |
| A318, A319<br>and A320 | 201166001-xxx |               | 12                             | A1              |    |
|                        | 201166002-xxx |               | 12                             |                 |    |
|                        | 201166003-xxx |               | 12                             |                 |    |
|                        | 201166004-xxx |               | 12                             |                 |    |
|                        | 201166005-xxx |               | 12                             |                 |    |
|                        | 201166006-xxx |               | 12                             |                 |    |
|                        | 201166007-xxx |               | 12                             |                 |    |
|                        | 201166008-xxx |               | 12                             |                 |    |
|                        | 201166009-xxx |               | 12                             |                 |    |
|                        | 201166010-xxx |               | 12                             |                 |    |
|                        | 201166011-xxx |               | 12                             |                 |    |
|                        | 201166012-xxx |               | 12                             |                 |    |
|                        | 201166013-000 |               | 201166013-030                  |                 | 12 |
| 201166014-000          |               | 201166014-030 | 12                             |                 |    |
| A321-100               | 201390001-000 |               | 201390001-040                  | 15              |    |
|                        | 201390002-000 |               | 201390002-040                  | 15              |    |
|                        | 201527001-000 |               | 201527001-025                  | 15              |    |
|                        | 201527002-000 |               | 201527002-025                  | 15              |    |
| A321-200               | 201524001-000 |               | 201524001-035                  | 15              |    |
|                        | 201524002-000 |               | 201524002-035                  | 15              |    |
|                        | 201660001-000 |               | 201660001-030                  | 15              |    |
|                        | 201660002-000 |               | 201660002-030                  | 15              |    |

Note A1: The 'xxx' used in the table above can be any 3-digit combination. It may be possible to find units having a P/N with no dash number after the first 9 digits: these units are also affected.

Note A2: Units having a P/N with no dash number after the first 9 digits are also affected.

Note A3: Units having a P/N with the first 9 digits listed in this Appendix 1, and a dash number higher than those listed, are not affected by the requirements of this AD.

