

Airbus Industrie A319, A320 and A321 Series Aeroplanes

---

## AIRWORTHINESS DIRECTIVE

---

For the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/A320/93 Amdt 3 and issues the following AD under subregulation 39.1 (1) of CAR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

---

**AD/A320/93  
Amdt 4**

**MLG Forward Pintle Pin Cross Bolt**

**6/2001**

**Applicability:** All Model A319, A320, and A321 aircraft without Airbus Industrie modification 28903 or 30044 in production or Service Bulletin A320-32-1213 in service.

**Requirement:** 1. For all Model A320 aircraft, without Airbus Industrie modification 23573 or Service Bulletin (SB) A320-32-1119 original issue or Revision 1.

Modify the main landing gear forward pintle pin cross bolt in accordance with SB A320-32-1119 original issue or Revision 1, and apply the inspection program as defined in Requirement 2, until accomplishment of Requirement 3; **or**,

Modify the forward pintle pin cross bolt in accordance with SB A320-32-1213, original issue, Revision 1 or Revision 2.

2. Perform a detailed visual inspection of the left and right forward pintle pin cross bolt and apply if necessary the corrective actions in accordance with SB A320-32-1187.

2. a. For those left and/or right main landing gear legs which have already been inspected in accordance with AOT 32-17 before the issue of Amendment 1 of this Directive, perform the bolt torque check in accordance with SB A320-32-1187.

3. Modify the forward pintle pin cross bolt in accordance with SB A320-32-1213, original issue, Revision 1 or Revision 2.

*Note 1: Accomplishment of SB A320-32-1213 on both left and right main landing gears constitutes terminating action for the inspection requirements of this Directive.*

*Note 2: DGAC AD 2000-428-153(B) R1 refers.*

**Compliance:** 1. Before accumulation of 20,000 flights or during the next main landing gear overhaul, whichever occurs first.

2. For all aircraft; at the following three thresholds whichever occurs later:
  - within 30 months from aircraft first entry into service or before accumulation of 2,000 flights, whichever occurs first; **or**,
  - within 15 months or before 1,000 flights, whichever occurs first from accomplishment of SB A320-32-1119 original issue or Revision 1, or gear replacement; **or**,
  - within 500 flights from 26 March 1998.

Thereafter, repeat the inspection at intervals not to exceed 15 months or 1,000 flights, whichever occurs first; until modification in accordance with SB A320-32-1213.
2. a. Within 15 months or before 1,000 flights, whichever occurs first, from last inspection in accordance with AOT 32-17 R1; **or**,
- within 500 flights from 28 January 1999.
3. For all aircraft; before 14 October 2005, or during the next main landing gear overhaul, whichever occurs later.

*Note: The Compliance times of the previous issue of this Directive remain unchanged for this issue.*

This amendment becomes effective on 14 June 2001.

**Background:** The DGAC required certain inspections to determine the integrity of the main landing gear forward pintle pin cross bolt and its associated pintle pin, in order to prevent the possible collapse of the associated main gear.

Amendment 1 introduced SB A320-32-1187 as the Requirement document, and clarified compliance requirements.

Amendment 2 consolidated the requirements of two previously issued Directives. This Directive includes the requirements of AD/A320/44, and requires incorporation of a modification which constitutes terminating action for the on-going repeat requirements.

Amendment 3 clarified Requirement 1 applicability and Requirement 3 compliance; and corrected a typographical error in Requirement 1 compliance.

**COMMONWEALTH OF AUSTRALIA**  
**CIVIL AVIATION SAFETY AUTHORITY**  
**SCHEDULE OF AIRWORTHINESS DIRECTIVES**

*(Civil Aviation Regulations 1998), PART 39 - 105*

Amendment 4 is issued to introduce later revisions of SB A320-32-1119 and correct a typographical error in Paragraph 2 of Compliance part of this Directive.

Amendment 3 of this Airworthiness Directive became effective on 22 March 2001.

Amendment 2 of this Airworthiness Directive became effective on 30 November 2000.

The original issue of this Airworthiness Directive became effective on 26 March 1998.



David Alan Villiers  
Delegate of the Civil Aviation Safety Authority

7 May 2001