



Airworthiness Directive

AD No.: 2020-0165

Issued: 23 July 2020

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 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 (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

AIRBUS

Type/Model designation(s):

A318, A319, A320 and A321 aeroplanes

Effective Date: 06 August 2020

TCDS Number(s): EASA.A.064

Foreign AD: Not applicable

Supersedure: None

ATA 32 – Landing Gear – Nose Landing Gear Main Fitting – Replacement [Reduced Life Limit]

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, A319-151N, A319-153N, A319-171N, A320-211, A320-212, A320-214, A320-215, A320-216, A320-231, A320-232, A320-233, A320-251N, A320-252N, A320-253N, A320-271N, A320-272N, A320-273N, A321-111, A321-112, A321-131, A321-211, A321-212, A321-213, A321-231, A321-232, A321-251N, A321-252N, A321-253N, A321-271N, A321-272N, A321-251NX, A321-252NX, A321-253NX, A321-271NX and A321-272NX aeroplanes, all manufacturer serial numbers.

Definitions:

For the purpose of this AD, the following definitions apply:

Affected part: Nose landing gear (NLG) main fittings (“Barrel”), having Part Number (P/N) 50-3751048-00 and a serial number (s/n) listed in Appendix 2 of this AD (see Note 1 of this AD).

Note 1: An NLG main fitting (“Barrel”) is fitted on the “Barrel Assembly” having P/N 30-3751061-00 or P/N 30-3751061-01. The “Barrel” and the “Barrel Assembly” are identified by the same s/n.



Serviceable part: Any NLG main fitting P/N 50-3751048-00 which is not an affected part; or any affected part which has not exceeded the applicable life limit as identified in Table 1 of this AD (see Notes 2 and 3 of this AD).

The applicable SB: Airbus Service Bulletin (SB) A320-32-1492 and SB A320-32-1493, as applicable.

Aeroplane date of manufacture: The date of transfer of title (ownership) at the time of first delivery to an operator, which is referenced in Airbus documentation.

Groups: Group 1 are A319, A320 and A321 aeroplanes that have an affected part installed. An aeroplane having an MSN listed in Appendix 1 of this AD is Group 1, provided the NLG main fitting on that aeroplane has not been replaced since aeroplane date of manufacture.

Group 2 are A319, A320 and A321 aeroplanes that do not have an affected part installed. An A319, A320 or A321 aeroplane having an MSN not listed in Appendix 1 of this AD is Group 2, provided the NLG main fitting on that aeroplane has not been replaced since aeroplane date of manufacture.

Group 3 are A318 aeroplanes that have an affected part installed.

Group 4 are A318 aeroplanes that do not have an affected part installed.

Reason:

It has been reported that the oil, which is used in production to protect the NLG main fittings for transportation and storage, has not been properly removed before final heat treatment of affected parts, possibly generating sub-surface cavities during the heat treatment, with consequent detrimental impact on fatigue performance.

To address this potential unsafe condition, Airbus determined a reduced life limit for those affected parts and published the applicable SB.

For the reasons described above, this AD requires removal from service of the affected parts. This AD also provides conditions for installation of an affected part.

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

Required as indicated, unless accomplished previously:

Replacement:

- (1) For Group 1 aeroplanes: Before exceeding the applicable life limit as identified in Table 1 of this AD, replace each affected part with a serviceable part in accordance with the instructions of the applicable SB. Replacing an affected part with a serviceable part on an aeroplane, in accordance with the instructions of the applicable Aircraft Maintenance Manual, is an acceptable method to comply with this requirement for that aeroplane.

Table 1 – Applicable Life Limit of Affected Part (see Notes 2 and 3 of this AD)

Aeroplane model	Life Limit
A319	10 200 FC
A320	12 200 FC
A321	5 500 FC



- (2) For Group 3 aeroplanes: within 3 months after the effective date of this AD, contact Airbus for instruction and, within the compliance time specified in those instructions, apply those instructions accordingly.

Note 2: For an affected part previously installed on different aeroplane models, the Airworthiness Limitations Section Part 1 provides an acceptable method to determine the remaining life of that affected part.

Note 3: The FC specified in Table 1 of this AD are those accumulated by an affected part since its first installation on an aeroplane.

Part Installation:

- (3) For Group 1 and Group 2 aeroplanes: From the effective date of this AD, it is allowed to install on any aeroplane an affected part, provided it is a serviceable part, as defined in this AD, and that, following installation, the life limit, as identified in Table 1 of this AD (see Notes 2 and 3 of this AD), is applied.
- (4) For Group 3 and Group 4 aeroplanes: From the effective date of this AD, do not install on any aeroplane an affected part (see Note 4 of this AD).

Note 4: Removal of an NLG from an aeroplane and subsequent reinstallation of that NLG on the same aeroplane, accomplished during a single maintenance visit, is not considered as 'installation' as specified in paragraph (4) of this AD.

Ref. Publications:

Airbus SB A320-32-1492 original issue dated 25 November 2019.

Airbus SB A320-32-1493 original issue dated 25 November 2019.

The use of later approved revisions of the above-mentioned 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. This AD was posted on 28 February 2020 as PAD 20-047 for consultation until 27 March 2020. The Comment Response Document can be found in the [EASA Safety Publications Tool](#), in the compressed (zipped) file attached to the record for this AD.
3. Enquiries regarding this AD should be referred to the EASA Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the [EU aviation safety reporting system](#). This may include reporting on the same or similar components, other than



those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.

5. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – Airworthiness Office – IIASA; E-mail: account.airworth-eas@airbus.com.



Appendix 1

Aeroplanes MSN on which an affected part has been installed during manufacturing

4391	8533	8585	8592	8598	8613	8619	8621	8628	8632	8634
8638	8646	8650	8654	8656	8658	8659	8660	8664	8665	8668
8670	8672	8673	8676	8677	8678	8680	8682	8684	8685	8686
8687	8688	8689	8690	8693	8695	8698	8700	8701	8705	8707
8708	8711	8715	8717	8718	8723	8724	8726	8731	8735	8737
8739	8743	8744	8745	8749	8751	8754	8756	8759	8760	8762
8766	8775	8778	8779	8782	8789	8791	8798	8801	8805	8806
8807	8810	8811	8817	8828	8835	8838	8842	8865	8868	

Appendix 2

Affected parts s/n

18MDC07446	18MDC11583	18MDC13382	18MDC16837
18MDC07447	18MDC11584	18MDC13384	18MDC17251
18MDC09392	18MDC11586	18MDC13386	18MDC17254
18MDC09394	18MDC11587	18MDC14004	18MDC17780
18MDC09400	18MDC11588	18MDC14008	18MDC17941
18MDC09713	18MDC11589	18MDC14009	18MDC18132
18MDC09717	18MDC11591	18MDC14614	18MDC18135
18MDC09723	18MDC11938	18MDC14615	18MDC18138
18MDC09724	18MDC11942	18MDC15235	18MDC18422
18MDC10240	18MDC11944	18MDC15238	18MDC18910
18MDC10242	18MDC11945	18MDC15239	18MDC19521
18MDC10243	18MDC12014	18MDC15434	18MDC19542
18MDC10246	18MDC12362	18MDC15689	18MDC19544
18MDC10247	18MDC12367	18MDC15690	18MDC19545
18MDC10248	18MDC12762	18MDC15693	18MDC19546
18MDC10810	18MDC12774	18MDC15694	18MDC19547
18MDC10811	18MDC12780	18MDC16141	18MDC20163
18MDC10813	18MDC12781	18MDC16144	18MDC20169
18MDC10814	18MDC12786	18MDC16145	18MDC20538
18MDC10815	18MDC12787	18MDC16149	18MDC20542
18MDC10819	18MDC12788	18MDC16831	18MDC20952
18MDC11582	18MDC13378	18MDC16835	

