

## Airworthiness Directive

**AD No.:** 2020-0193

**Issued:** 07 September 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:** 21 September 2020

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

**Foreign AD:** Not applicable

**Supersedure:** None

## ATA 32 – Landing Gear – Main Landing Gear Sliding Tubes – 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, 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, A321-251NX, A321-252N, A321-252NX, A321-253N, A321-253NX, A321-271N, A321-271NX, A321-272N and A321-272NX aeroplanes, all manufacturer serial numbers.

### Definitions:

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

**The AOT:** Airbus Alert Operators Transmission (AOT) A32N020-20.

**Affected part:** Any main landing gear (MLG) sliding tube, having a part number (P/N) listed in Appendix 1 of this AD which, on the effective date of this AD, has accumulated more than 4 years or 5 000 flight cycles (FC), whichever occurred first since last overhaul, or since last shop repair.

**Serviceable part:** An MLG sliding tube which is not an affected part; or an affected part which passed an inspection (no defects found) in accordance with the instructions of the AOT or, after inspection in accordance with the instructions of the AOT, has been repaired in accordance with Airbus approved instructions.

**Groups:** Group 1 are aeroplanes that have an affected part installed.  
Group 2 are aeroplanes that do not have an affected part installed.

**Reason:**

Occurrences were reported where, during second overhaul of two MLG, cracks were found on MLG sliding tubes. Back in 2017, the results of investigations on one MLG sliding tube affected by similar findings identified possible improper execution of maintenance procedures during overhaul and/or shop repair, which triggered the issuance of a mandated inspection regime (ref. EASA AD 2018-0136) for those parts overhauled and/or repaired by specific maintenance organisation(s). The more recent findings demonstrate that the assumption focussing only on specific maintenance organisation(s) needs to be reconsidered.

This condition, if not detected and corrected, could lead to MLG sliding tube fracture, possibly resulting in MLG collapse with consequent damage to the aeroplane and injury to occupants.

To address this potential unsafe condition, Airbus issued the AOT to provide inspection instructions.

For the reasons described above, this AD requires a one-time general visual inspection (GVI) of each affected part and, depending on findings, replacement. This AD also requires reporting of inspection results to Airbus.

This AD requires action only on affected parts, as defined in this AD. Any MLG sliding tube which will reach the limit of 4 years or 5 000 FC after the effective date of this AD is not required to be inspected by this AD.

This AD is considered to be an interim action and further AD action may follow.

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

Required as indicated, unless accomplished previously:

**Inspection(s):**

- (1) For Group 1 aeroplanes: Within 100 FC after the effective date of this AD, accomplish a GVI of each affected part in accordance with the instructions of the AOT.

**Corrective Action(s):**

- (2) If, during the GVI as required by paragraph (1) of this AD, cracks are detected on an affected part, before next flight, replace that affected part with a serviceable part in accordance with the instructions of the AOT.



**Reporting:**

- (3) Within 15 days after the inspection as required by paragraph (1) of this AD, report the inspection results (including no findings) to Airbus. This can be accomplished in accordance with the instructions of the AOT.

**Part(s) installation:**

- (4) For Group 1 and Group 2 aeroplanes: From the effective date of this AD, it is allowed to install on any aeroplane a MLG sliding tube, having a P/N listed in Appendix 1 of this AD, provided it is a serviceable part, as defined in this AD.

**Ref. Publications:**

Airbus AOT A32N020-20 original issue dated 17 June 2020.

The use of later approved revisions of the above-mentioned document 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. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication.
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](mailto: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](mailto:account.airworth-eas@airbus.com).



**Appendix 1: MLG Sliding Tubes**  
(MLG Leg series are given for information only)

<b>Aeroplane(s)</b>	<b>MLG Leg</b>	<b>MLG sliding tube P/N</b>
A318, A319 and A320	201371 series	201160302
		201160324
		201371300
		201371302
		201371301
		201371304
		201371307
	201540 series	201371304
		201371307
		50-4505002-00
	10-450501 series	50-4505002-00
	10-450502 series	
	10-450601 series	
	10-450602 series	
A321	201587 series	201522353
		201522356
		50-4549002-00
	201383 series	201383350
	201522 series	201522350
		201522353
		201522356
	10-453301 series	50-4533002-00
	10-453302 series	
	10-453401 series	
	10-453402 series	
	10-454901 series	50-4549002-00
	10-454902 series	
	10-455001 series	
10-455002 series		

