



## Airworthiness Directive

**AD No.:** 2024-0022

**Issued:** 23 January 2024

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, or Annex Vb Part ML.A.301, as applicable, 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 Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

### Design Approval Holder's Name:

AIRBUS S.A.S.

### Type/Model designation(s):

A318, A319, A320 and A321 aeroplanes

**Effective Date:** 06 February 2024

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

**Foreign AD:** Not applicable

**Supersedure:** None

## ATA 32 – Landing Gear – Nose Landing Gear – Repair Assessment

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### Manufacturer(s):

Airbus, formerly Airbus Industrie

### Applicability:

Airbus A319-111, A319-112, A319-113, A319-114, A319-115, A319-131, A319-132, A319-133, A319-151N, A319-153N, 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, A321-211, 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:

#### **Aeroplanes approved for operation in CIS (hereafter referred to as “CIS aeroplanes”):**

Any aeroplane, irrespective of its current area of operation (inside or outside of the Commonwealth of the Independent States (CIS)) that has at least one of the following modifications (mod) embodied in production, or at least one of the following Airbus Service Bulletin (SB) embodied in service:

- mod 155374 or Airbus SB A320-00-1260,
- mod 34650 or Airbus SB A320-32-1308,



- mod 152970 or Airbus SB A320-32-1422.

**Affected part:** A nose landing gear (NLG) part, as listed in Table 1 of this AD, that has been repaired in accordance with Airbus or Safran Landing Systems (SLS) repair instructions (Repair Design Approval Sheet or repair concession) issued prior to 01 July 2018; and any NLG part, listed in Table 1 of this AD, for which it cannot be determined whether a repair has been accomplished in accordance with Airbus or SLS repair instructions or repair concessions issued prior to 01 July 2018;  
except

those parts which have been repaired as required by paragraph (1) of this AD, or for which a letter from SLS has been issued to confirm that a fatigue reassessment has been accomplished in accordance with Airbus approved instructions, and no additional action is required.

**Table 1 – NLG Parts**

Forestay Lower Link Part Number (P/N) D59511 (also known as Drag Stay Lower Arm)
Forestay Lower Link P/N D65238 (also known as Drag Stay Lower Arm)
Forestay Lower Link P/N D67802 (also known as Drag Stay Lower Arm)
Drag Stay Panel P/N D59416
Forestay Upper Panel P/N D65237
Main Fitting P/N D59081-1
Main Fitting P/N D59081-2
Main Fitting P/N D59081-20
Main Fitting P/N D61506
Main Fitting P/N D61546
Main Fitting P/N D65233
Main Fitting P/N D67583
Sliding Tube P/N D59082-1 (including D59082)
Sliding Tube P/N D62768
Sliding Tube P/N D65236
Sliding Tube P/N D66679
Universal Joint P/N D59638

**Serviceable part:** An NLG part as listed in Table 1 of this AD, which is not an affected part.

**Aeroplane date of manufacture:** The date of transfer of title (ownership) of the aeroplane upon delivery by Airbus to the first operator, which is referenced in Airbus documentation.

**SLS SL:** SLS Service Letter (SL) 580-32-3203 Revision 01.



**Groups:**

Group 1 are CIS aeroplanes that have an affected part installed.

Group 2 are CIS aeroplanes that do not have an affected part installed. A CIS aeroplane that has a date of manufacture on or after 01 September 2018 is Group 2, provided that no affected part has been installed on that aeroplane since its date of manufacture.

Group 3 are aeroplanes which are not CIS aeroplanes. These include aeroplanes which may have or may not have an affected part installed.

**Reason:**

Specific aircraft modifications have been designed by Airbus to comply with Russian Federal Air Transport Agency (FATA) and CIS Interstate Aviation Committee (IAC AR) requirements. Airbus also issued corresponding SBs allowing modification of in-service aeroplanes to comply with these requirements.

Following a design review, it has been identified that damage tolerance and fatigue reassessment of NLG repairs are required for certain parts fitted on aeroplanes approved for CIS operation.

This condition, if not corrected, could lead to damage or failure of the affected parts or/and the NLG, leading to damage to the aeroplane and injury to occupants.

To address this potential unsafe condition Airbus issued Operators Information Transmission (OIT) 999.0013/23 referencing the SLS SL providing details on repair reassessment process.

For the reason described above, this AD requires reporting of all the repairs accomplished on affected parts, and accomplishment of applicable repair instructions. This AD also requires replacement of all affected parts and introduces restrictions for the installation of affected parts.

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

Required as indicated by this AD, unless the actions required by this AD have been already accomplished:

**Reporting and Repair:**

- (1) For Group 1 aeroplanes: Within 3 months after the effective date of this AD, contact SLS for approved repair instructions applicable to an affected part and, within the compliance time specified in those instructions, accomplish those instructions accordingly. Using the reporting form in SLS SL is an acceptable method to contact SLS.

**Replacement:**

- (2) For Group 1 aeroplanes: Within 9 months after the effective date of this AD, replace all affected parts with serviceable parts in accordance with approved maintenance instructions.

**Part(s) Installation:**

- (3) For Group 2 aeroplanes: Installation of an affected part on an aeroplane is allowed only within 3 months after the effective date of this AD. Following that installation, the aeroplane becomes a Group 1 aeroplane.



- (4) For Group 1 and Group 2 aeroplanes: After 3 months from the effective date of this AD, do not install on any aeroplane an affected part.
- (5) For Group 3 aeroplanes: From the effective date of this AD, it is allowed to modify an aeroplane in accordance with the instruction of Airbus SB A320-00-1260, or SB A320-32-1308, or A320-32-1422, provided that no affected part is installed on that aeroplane. Following that modification, the aeroplane becomes effectively a Group 2 aeroplane.

**Ref. Publications:**

Airbus OIT 999.0013/23 original issue dated 11 May 2023.

The use of later approved revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.

SLS Service Letter 580-32-3203 Revision 01 dated 24 April 2023.

**Remarks:**

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. This AD was posted on 18 July 2023 as PAD 23-087 for consultation until 15 August 2023, and republished on 24 November 2023 as PAD 23-087R1 for additional consultation until 15 December 2023. 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 Safety 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 – 1IASA; E-mail: [account.airworth-eas@airbus.com](mailto:account.airworth-eas@airbus.com).

