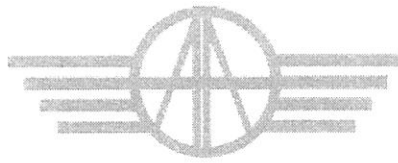




REPUBLIC OF ALBANIA



AUTORITETI I AVIACIONIT CIVIL

ALBANIAN CIVIL AVIATION AUTHORITY

AIRWORTHINESS DIRECTIVE

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ACAA-DFS-AD-No.012

Issue: 01, Revision 00

Date: 12.07.2024

Approved by:

Maksim Et'hemaj

Executive Director of Albanian Civil Aviation Authority



### 0.1 Record of Amendments

The table below describes the dates and reason for the different amendments of the current procedure. A vertical black line on the left-hand side of the page identify the changes with the previous version.

| Issue No. | Revision No. | Date       | Amended by | Reason        |
|-----------|--------------|------------|------------|---------------|
| 01        | 00           | 12.07.2024 | SAW        | Initial Issue |
|           |              |            |            |               |
|           |              |            |            |               |

### 0.2 Revision table

| Page #. | Issue No. | Revision No. | Date | Edited by |
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|         |           |              |      |           |
|         |           |              |      |           |

### 1. Name of the AD:

EASA AD No.: 2024-0097, ATA 53 – Fuselage – Centre Fuselage / Main Landing Gear Door Keel Beam Hinge and Actuator Fittings – Inspection

### 2. Full Description of the AD:

Occurrences were reported of finding cracks on MLG (Main Landing Gear) door hinge fittings and on MLG door actuator fittings on the keel beam. This condition, if not detected and corrected, could lead to in-flight detachment of an MLG door, possibly resulting in damage to the airplane.

To address this potential unsafe condition, Airbus issued SB A320-53-1195 and SB A320-53-1196, providing instructions for inspection of the MLG door hinge and actuator fittings, and consequently EASA issued EASA AD 2007-0161, to require a one-time inspection of the affected fittings and accomplishment of applicable corrective action(s).

After that AD was issued, cracks have been found on fittings that had successfully passed the one-time inspection. Analyses of those cracks led to reconsideration of the repetitive inspections of the MLG door hinge and actuator fittings on the keel beam, in accordance with the ALI task 533154-02-1 requirement as defined in Airbus A318/A319/A320/A321 Airworthiness Limitation Items (ALI) Document, by introducing more restrictive inspection thresholds and intervals. Prompted by this development, EASA issued AD 2012-0118, expanded the AD Applicability to all A318/A319/A320/A321 CEO aeroplanes and required repetitive inspections of the MLG door hinge and actuator fittings on the keel beam at a reduced threshold and interval and, depending on findings, the accomplishment of applicable corrective actions.

Since EASA AD 2012-0118 was issued, a new design of the MLG door keel beam hinge and actuator fitting was certified by Airbus through Airbus mod 165315 and Airbus issued the modification SB 1 and the modification SB 2 for in-service embodiment for CEO and NEO fleets.

For the reasons described above, this AD retains the requirements of EASA AD 2012-0118, which is superseded, expands the Applicability to the NEO fleet and introduces an additional terminating action.

### 3. Issued and Effective Dates:

Issued: 02 May 2024

Effective: 16 May 2024

### 4. Full List of Aircraft Affected:

Airbus A318-111, A318-112, A318-121, A318-122

Airbus A319-111, A319-112, A319-113, A319-114, A319-115, A319-131, A319-132, A319-133, A319-151N, A319-153N, A319-171N

Airbus 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

Airbus 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, A321-272NX.

## 5. Description of How It Can Be Resolved:

### Inspection(s):

Perform detailed visual, high-frequency eddy current (HFEC), and ultrasonic inspections of each affected part 1 (LH and RH MLG door actuator fittings on the keel beam) within specified compliance times and intervals.

Perform detailed visual and HFEC inspections of each affected part 2 (LH and RH MLG door hinge fittings on the keel beam) within specified compliance times and intervals.

### Corrective Actions:

If any discrepancies are found during inspections, accomplish the applicable corrective actions in accordance with the instructions of the inspection SB 1 or SB 2 or contact Airbus for approved repair instructions.

### Terminating Actions:

Accomplishment of corrective actions does not terminate the need for repetitive inspections unless specified otherwise by Airbus.

Modification of an airplane in accordance with modification SB 1 or SB 2 constitutes a terminating action for the repetitive inspection requirements of this AD for that airplane.

### Credit:

For airplanes inspected and repaired before the effective date of this AD, accomplish the next due inspections in accordance with Airbus approved repair instructions. Repair and accomplishment of post-repair instructions do not constitute terminating action for the repetitive inspections unless specified otherwise by Airbus.

For full compliance please refer to :

[https://ad.easa.europa.eu/blob/EASA\\_AD\\_2024\\_0097R1.pdf/AD\\_2024-0097R1\\_1](https://ad.easa.europa.eu/blob/EASA_AD_2024_0097R1.pdf/AD_2024-0097R1_1)