

RETROFIT INFORMATION LETTER - RIL

ATA: 32

Aircraft type: A318-100, A319-100, A319-100N, A320-200, A320-200N, A321-100, A321-200, A321-200N, A321-200NX, A321-200NY

RIL Reference: SA32M24002217 R05 dated 01-AUG-2025

Title: Inspect and replace the Main Landing Gear (MLG) door actuator for quality escape

RIL revision 05 issued to:

- Introduce EASA AD 2025-0158 dated 21-JUL-2025, that supersedes EASA AD 2024-0216.
- Update the Vendor contact for RPL signature and return of affected actuators.
- Extend the Monitoring end date until 30-JAN-2027.

Operators that already have replied to previous versions of the RIL and do not have identified any additional affected units are not required to reply to the RIL again.

MANDATORY MANDATORY MANDATORY

Airbus launches a monitored retrofit campaign to support the inspection and replacement of certain Main Landing Gear Door actuators identified as potentially suspected by a quality escape during production.

This RIL provides industry support conditions and organization information as a support to the following document:

	Reference	Issue Date	Title
A320FAM	AOT A32N033-24 Rev02	30-JUN-2025	Main Landing Gear Door Actuator quality issue during manufacturing

Note: This RIL does not necessarily reflect the last SB revision number. For the latest SB revision, please refer to AirbusWorld.

1. GENERAL EVALUATION

Compliance	Mandatory , within the compliance listed in AOT A32N033-24 latest revision.
Specifics	Airworthiness, Quality escape.
Recommended opportunity	Line Maintenance or A-check.
Industry support	Please refer to paragraph [6].
Monitoring end date*	30-JAN-2027

(*) The information provided in this RIL applies until the Monitoring End date. For any question raised after this date, please contact the appropriate Airbus Customer Support organization or the appropriate Supplier.

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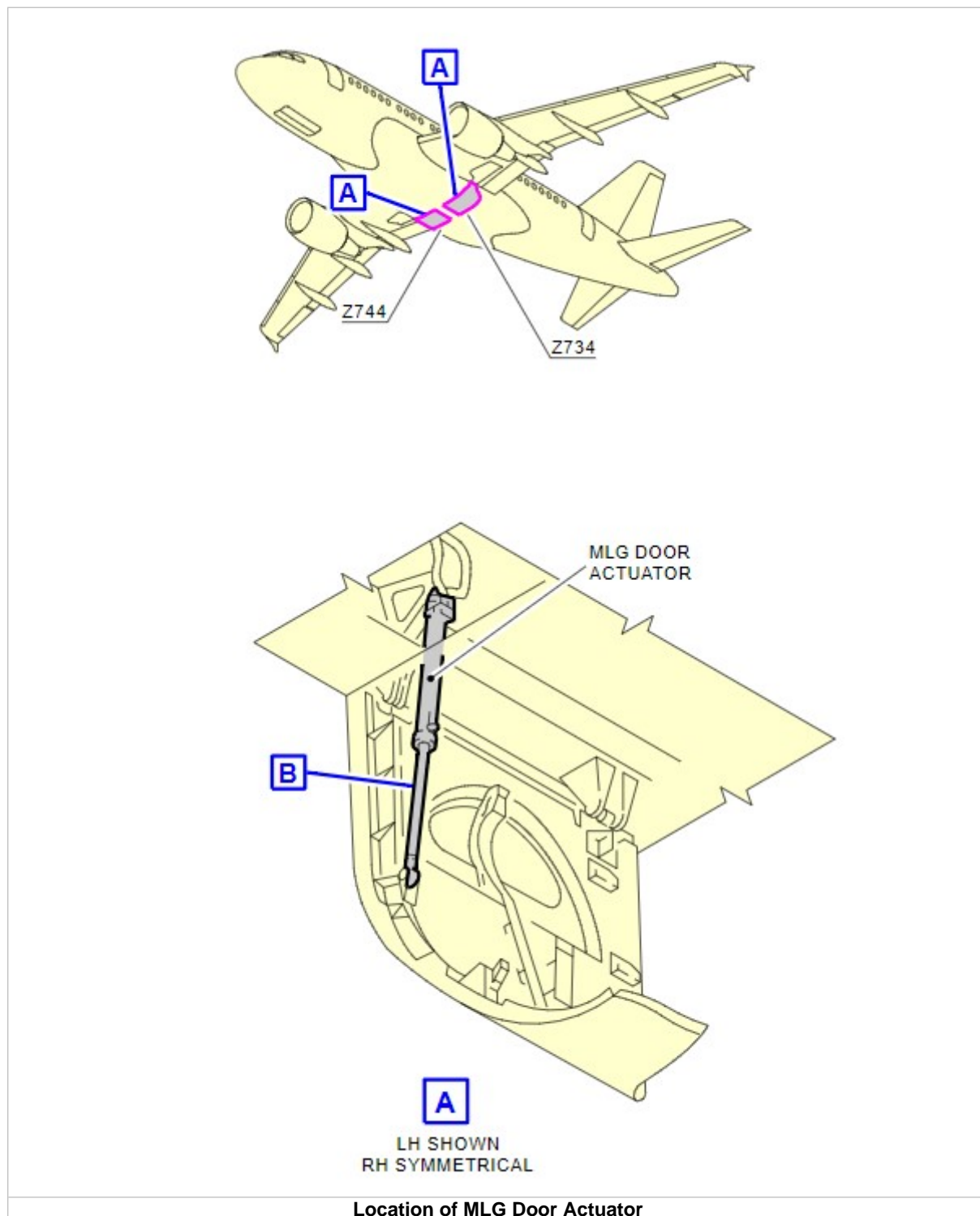
2. DOCUMENT REFERENCES

Document	Reference	Title
EASA AD	2025-0158	ATA 32 – Landing Gear – Main Landing Gear Door Actuators – Inspections Supersedes EASA AD 2024-0216 Effective Date: 04-AUG-2025
FAA AD	2024-25-06	ATA 32 – Landing Gear – Main Landing Gear Door Actuators – Inspections Effective Date: 30-DEC-2024
ISI	32.31.00101	ATA 32 - Main Landing Gear Door Actuator quality issue during manufacturing
VSB	114122-32-108	LANDING GEAR - MAIN LANDING GEAR DOOR ACTUATOR - CHECK OF LOCKING RING IN THE MAIN LANDING GEAR DOOR ACTUATOR 114122015

3. CONTEXT

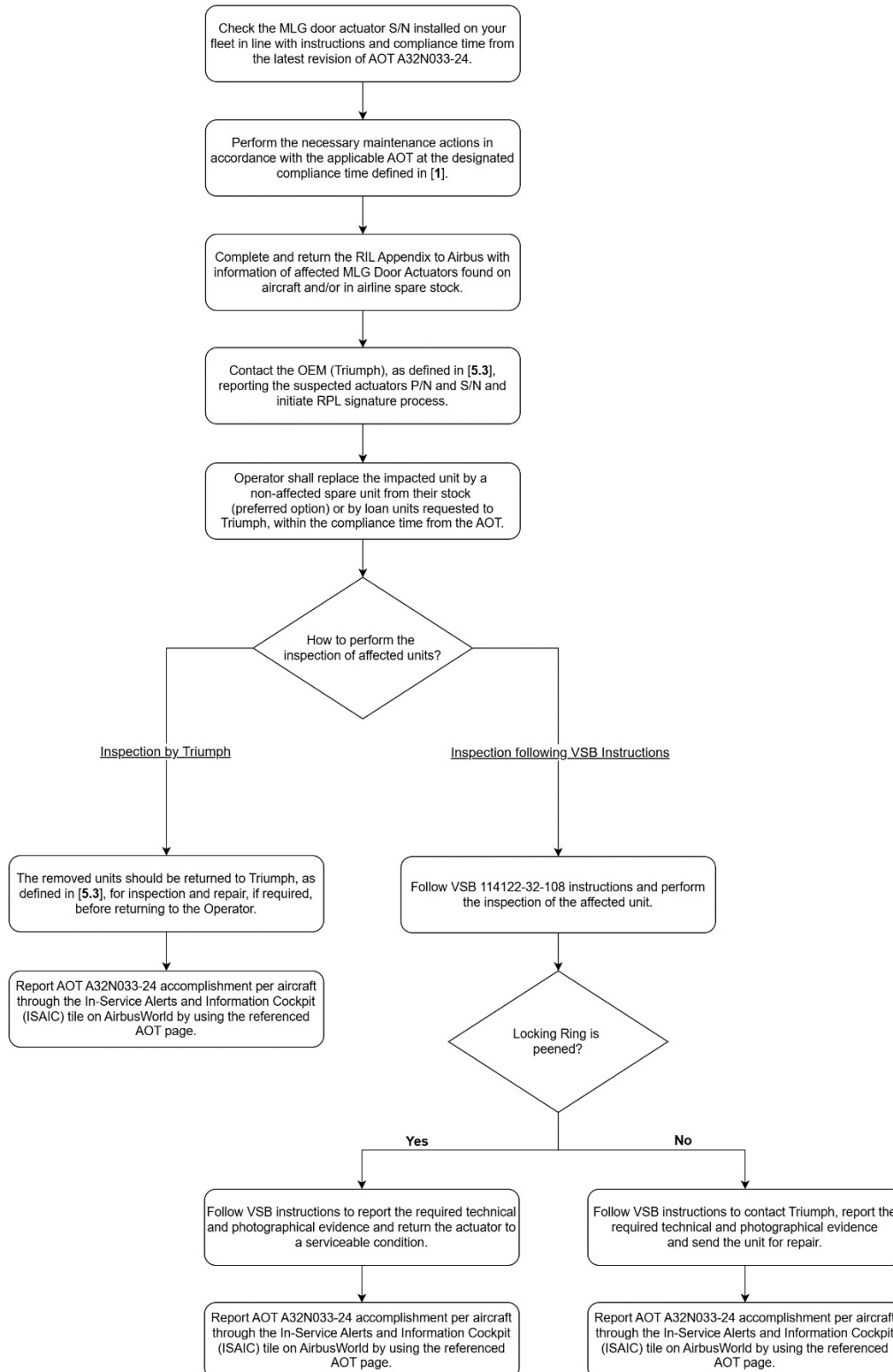
Reason	A320 Family operators have recently informed Airbus of cases of Main Landing Gear (MLG) Door Actuator P/N 114122015 internal damage. Airbus requires A320 Family operators to check the MLG Door Actuator S/N fitted on their aircraft and perform a periodic on wing inspection of the suspected units listed in AOT A32N033-24 appendix 1 pending replacement of the suspected parts. Damage to the internal parts may prevent the extension of the Main Landing Gear by the normal system and the alternate system (free-fall).
Solution	AOT A32N033-24 provides instructions for the replacement of the suspected MLG Door actuators and for the required on wing inspection on A/C pending replacement of suspected MLG Door actuators. The removed parts will be inspected by the OEM (Triumph) and if required will be repaired and returned back to service. <u>Note:</u> VSB 114122-32-108 for shop inspection of the suspected MLG door actuator is available and published. It allows operators with approved repair facilities to perform the procedures to inspect and return to service their own actuators if so wished.
Benefit	Accomplishment of this AOT will ensure that no suspected MLG Door Actuators remain installed on aircraft. Periodic inspections will provide a close follow up of the suspected parts and identify possible deviations from normal operation.

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4. RETROFIT PROCEDURE



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5. MATERIAL

5.1 AVAILABILITY

Supplier repair capacity for the PN listed below is limited per week. A limited Floating Stock Pool will be available to support the replacement of affected units on aircraft in correlation with the Operator replacement planning.

To allow Airbus taking into consideration your specific requirements into the global retrofit plan, complete and return the below information by email or using the RIL appendix to monitored.retrofit@airbus.com, adding your Field Service office in copy:

- List of affected MLG Door Actuator S/N installed on aircraft and/or in spare stock.
- Planned date for replacement.

5.2 LIST OF MATERIAL

Vendor	PN	Description	Quantity
Triumph	114122015	MLG Door actuator	According to RPL

5.3 RPL SIGNATURE PROCESS AND RETURN OF AFFECTED ACTUATORS

The above listed items shall be ordered to the below contact:

Vendor	Triumph Aerospace Operations UK
Cage Code	H3444
Contact*	AAR Component Repair – Amsterdam Kruisweg 705, 2132 ND Hoofddorp, Netherlands <u>new contact email</u> : triumph_door_actuator_retrofit@aarcorp.com
Incoterm	FCA

(*) Another location could be requested by Triumph Aerospace Operations UK upon RPL signature. For contacts following the release of this RIL please use the new contact email. In case a previous communication was performed to the previous contact email, CustomerSupport_ams@aarcorp.com, without a positive reply customers are advised to send the same message to the new contact email.

For tracking purpose, add the below sentence in the comment field of each order:

*"Work scope 'MLGDA00124' related to monitored retrofit as per
AOT A32N033-24 and RIL SA32M24002217".*

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6. INDUSTRY SUPPORT

Material	FOC Inspection / Repair* or Replacement from vendor until 30-DEC-2025 for units listed in AOT A32N033-24 Rev01 appendix 1 list A. FOC Inspection / Repair* or Replacement from vendor until 30-JAN-2027 for units listed in AOT A32N033-24 Rev01 appendix 1 list B. Loan units will be provided FOC by vendor if no serviceable spares are available.
Spares	FOC Inspection / Repair* or Replacement from vendor until 30-DEC-2025 for units listed in AOT A32N033-24 Rev01 appendix 1 list A. FOC Inspection / Repair* or Replacement from vendor until 30-JAN-2027 for units listed in AOT A32N033-24 Rev01 appendix 1 list B.
Man hours**	Please contact Triumph Aerospace Operations UK UKEnquiries@triumphgroup.com

*: All additional repair not linked to the AOT will be chargeable.

**: Man-hours required for Inspection, either using CT scan / X-ray or disassembly / re-assembly, and for Testing are detailed in VSB 114122-32-108.

7. REPORTING

Operator shall report AOT A32N033-24 accomplishment per aircraft through the In-Service Alerts and Information Cockpit (ISAIC) tile on AirbusWorld by using the referenced AOT page.
Refer to the latest reporting policy (OIT 999.0018/16).
For retrofit purpose, please provide the reporting sheet through the email address monitored.retrofit@airbus.com.