

## 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 R07 dated 02-APR-2026

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

RIL revision 07 issued to:

- Update EASA 2025-0158 for Revision 01.
- Introduce AOT A32N033-24 Rev03, that allows for an on-wing X-Ray inspection
- Introduce VSB 114122-32-108 Rev01, with an alternative procedure for inspection of the MLG Door actuator directly on the A/C using portable X-Ray.
- Inform about the process change to reply to RIL.
- Correct the missing date on the document from the previous RIL revision 06.

Operators having already replied to the RIL do not need to resubmit the RIL.

## 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 Rev03	25-MAR-2026	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

<b>Compliance</b>	<b>Mandatory</b> , within the compliance listed in AOT A32N033-24 latest revision.
<b>Specifics</b>	Airworthiness, Quality escape.
<b>Recommended opportunity</b>	Line Maintenance or A-check.
<b>Industry support</b>	Please refer to paragraph [6].
<b>Monitoring end date*</b>	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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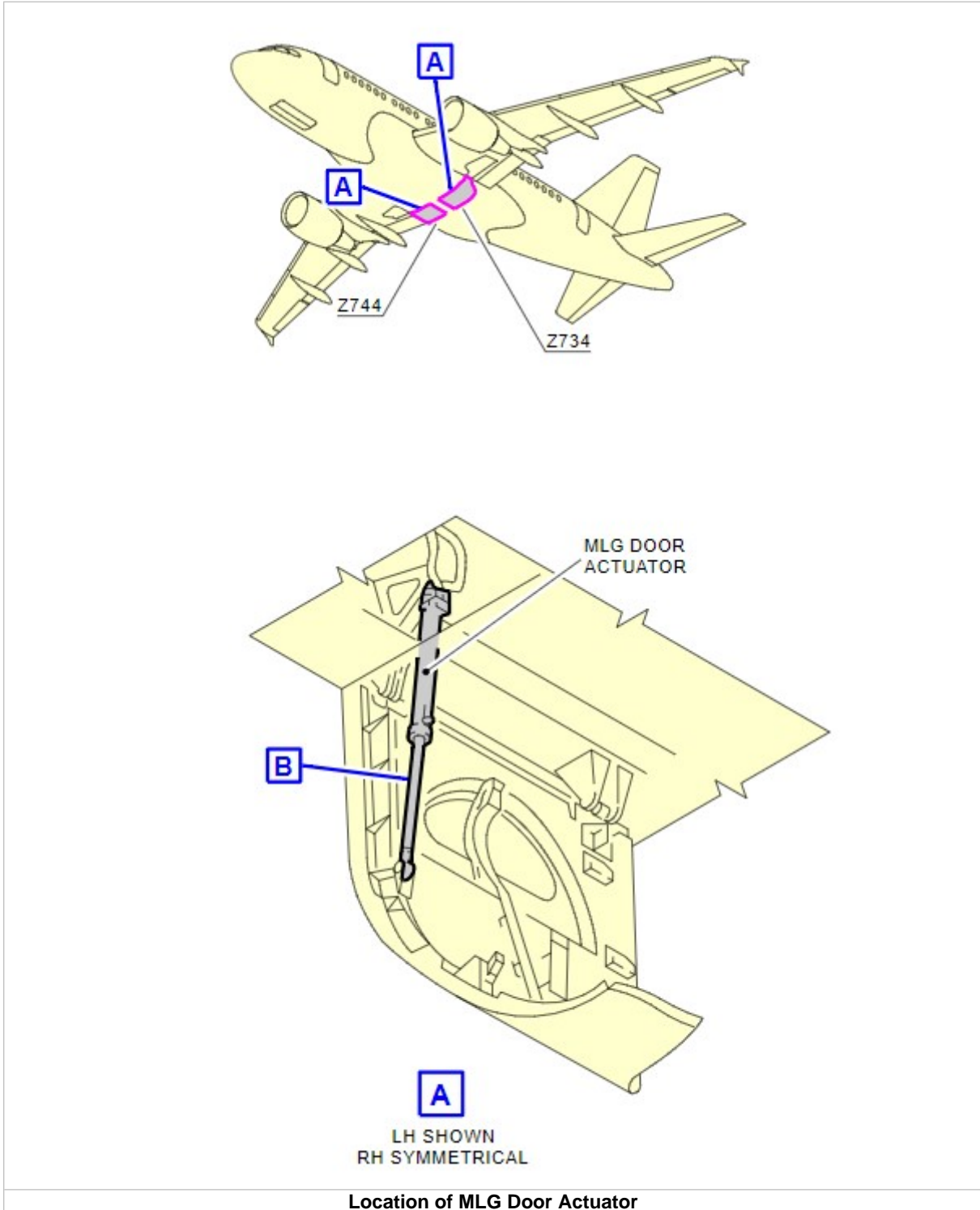
### 2. DOCUMENT REFERENCES

Document	Reference	Title
<b>EASA AD</b>	2025-0158R1	ATA 32 – Landing Gear – Main Landing Gear Door Actuators – Inspections Supersedes EASA AD 2024-0216 Effective Date: Revision 01: 19-SEP-2025 Effective Date: Original Issue: 04-AUG-2025
<b>FAA AD</b>	2024–25–06	ATA 32 – Landing Gear – Main Landing Gear Door Actuators – Inspections Effective Date: 30-DEC-2024
<b>ISI</b>	32.31.00101	ATA 32 - Main Landing Gear Door Actuator quality issue during manufacturing
<b>VSB</b>	114122-32-108 REV01	LANDING GEAR - MAIN LANDING GEAR DOOR ACTUATOR - CHECK OF LOCKING RING IN THE MAIN LANDING GEAR DOOR ACTUATOR 114122015

### 3. CONTEXT

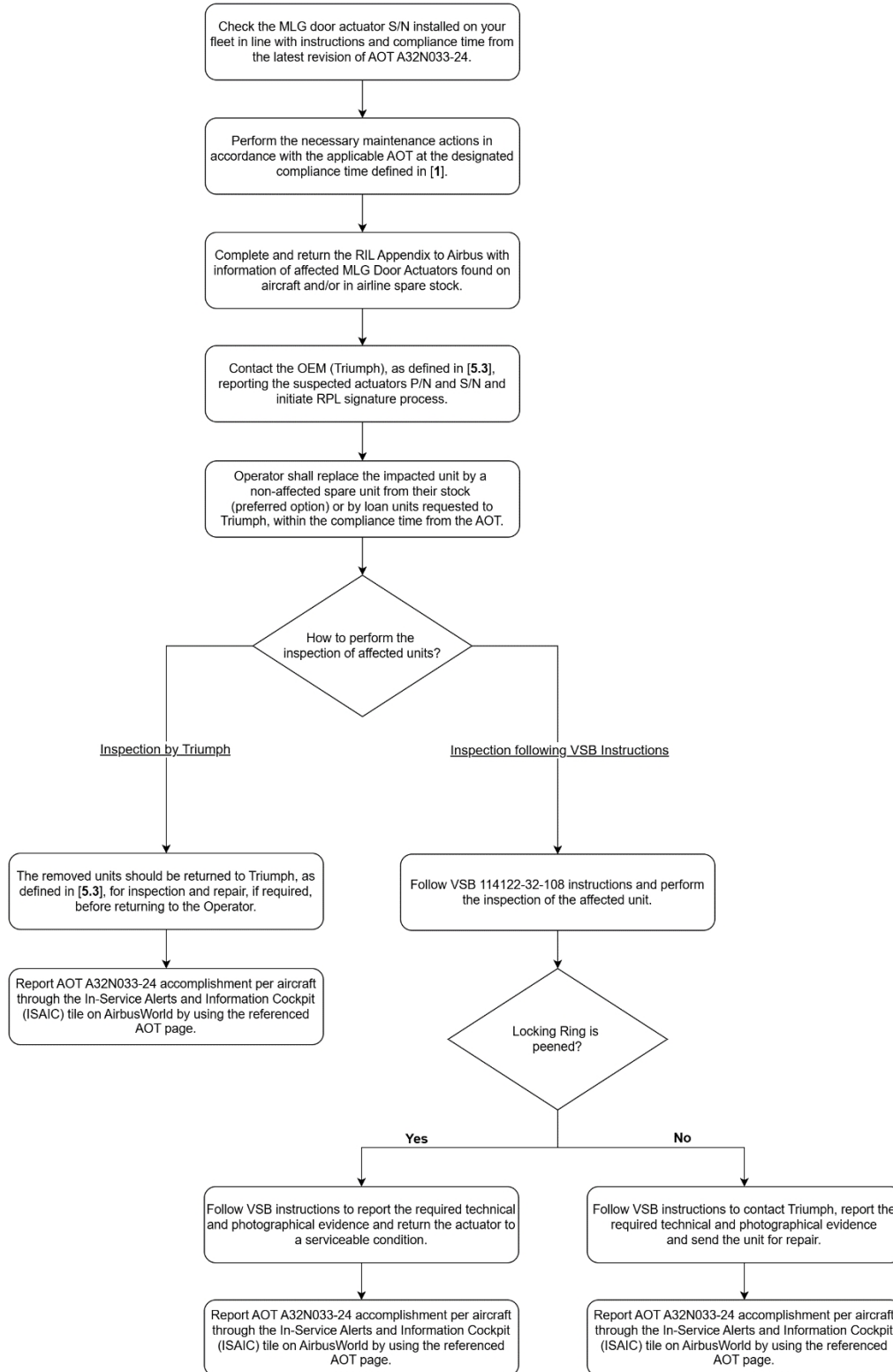
<b>Reason</b>	A320 Family operators have recently informed Airbus of cases of Main Landing Gear (MLG) Door Actuator P/N 114122015 internal damage. Airbus requires A320 Family operators to check the MLG Door Actuator S/N fitted on their aircraft and perform a periodic on wing inspection of the suspected units listed in AOT A32N033-24 appendix 1 pending replacement of the suspected parts or detailed inspection on wing with X-Ray introduced in AOT A32N033-24 Rev03 and VSB 114122-32-108 REV01. Damage to the internal parts may prevent the extension of the Main Landing Gear by the normal system and the alternate system (free-fall).
<b>Solution</b>	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> AOT A32N033-24 at Rev03 and VSB 114122-32-108 at REV01 are introducing an alternative to the replacement of the MLG door actuator by introducing the possibility to perform a detailed 'on wing' X-Ray inspection of the actuator.
<b>Benefit</b>	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 via AirbusWorld In-Service Alerts and Information Cockpit (ISAIC) using the "Upload Report" feature:

- Operator email contact for retrofit organisation.
- List of affected MLG Door Actuator S/N installed on aircraft and/or in spare stock.
- Planned date for replacement or on wing detailed inspection using X-Ray.

#### 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 have to be ordered to the below contact:

<b>Vendor</b>	Triumph Aerospace Operations UK
<b>Cage Code</b>	H3444
<b>Contact</b>	AAR Component Repair – Amsterdam Kruisweg 705, 2132 ND Hoofddorp, Netherlands Contact email: <a href="mailto:triumph_door_actuator_retrofit@aacorp.com">triumph_door_actuator_retrofit@aacorp.com</a>
<b>Incoterm</b>	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 Contact email. In case a previous communication was performed to the previous contact email, [CustomerSupport\\_ams@aacorp.com](mailto:CustomerSupport_ams@aacorp.com) without a positive reply, customers are advised to send the same message to the current 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

<b>Material</b>	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.
<b>Spares</b>	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.
<b>Man hours**</b>	Please contact Triumph Aerospace Operations UK <a href="mailto:UKEnquiries@triumphgroup.com">UKEnquiries@triumphgroup.com</a>

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

\*\* : Man-hours required for weekly on wing inspection and to perform the replacement of a suspected actuator, perform the detailed inspection, either using CT scan / X-ray or disassembly / re-assembly, and for Testing are detailed in the lasts version of AOT A32N033-24 and VSB 114122-32-108.

### 7. REPORTING

Operator reports 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 any question related to this Retrofit Information Letter, please contact the Retrofit Department via [monitored.retrofit@airbus.com](mailto:monitored.retrofit@airbus.com).