

# AIRWORTHINESS DIRECTIVE

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*Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.*

Translation of 'Consigne de Navigabilité' ref. : 97-177-101(B)  
In case of any difficulty, reference should be made to the French original issue.

## AIRBUS INDUSTRIE

### A319 and A321 Aircraft

Landing gear gravity free fall control mechanism rigging

#### Applicability :

AIRBUS INDUSTRIE A319 aircraft MSN 578 up to 625 included and A321-100 series aircraft MSN 385 up to 620 included.

#### Reason :

An incorrect rigging of the landing gear free fall control mechanism became evident in production.

In case of landing gear extension by gravity, this incorrect rigging could damage the cut-out valve and the four shear pins installed on the landing gear free fall control mechanism and in the ultimate consequence could lead in a non extension of one or more landing gears.

#### Actions :

Mandatory on the effective date of this Airworthiness Directive, unless already accomplished :

Within 400 flight hours, accomplish the following actions in accordance with AIRBUS INDUSTRIE AOT 32-15 dated July 1, 1997.

1- Adjust the landing gear unlocked-stop screw of the free fall control mechanism at 3 turns.

2- Replace :

- the 2 shear pins in the reduction gear box
- the 2 shear pins in the pulley assembly.

3- Inspect the cut-out valve.

Replace it if damaged and with aircraft on jacks, perform :

- a functional test of the normal extension/retraction of the landing gear, and
- a functional test of the free fall extension system.

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August 13, 1997

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**Remark :**

A delay of 50 flight hours for the replacement of the cut-out valve is authorized providing that the landing gears and the associated doors are correctly operating during this delay. However, if incorrect operation is experienced, replace the cut-out valve before the next flight.

- 4- Perform an operational test of the gear uplock and door uplock mechanical control (aircraft on wheels).

**NOTE :**

For aircraft MSN 593, 599 and 620, only paragraph 3 of this Airworthiness Directive is applicable. Actions 1, 2 and 4 have been already performed in production prior to delivery.

**Reference :**

- AIRBUS INDUSTRIE AOT 32-15 dated July 1, 1997.

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**EFFECTIVE DATE : AUGUST 23, 1997**