



Airworthiness Directive

AD No.: 2013-0150R1

Issued: 23 November 2015

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 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, 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 agreed with the Authority of the State of Registry [Regulation (EC) 216/2008, Article 14(4) exemption].

Design Approval Holder's Name:

AIRBUS

Type/Model designation(s):

A300, A310, A300-600 and A300-600ST aeroplanes

Effective Date: Revision 1: 07 December 2015

Original issue: 30 July 2013

Foreign AD: Not applicable

TCDS Number(s): EASA.A.0172 and EASA.A.014

Revision: This AD revises EASA AD 2013-0150 dated 16 July 2013.

ATA 32 – Landing Gear – Normal Extension and Retraction Uplock Springs – Inspection / Replacement

Manufacturer(s):

Airbus (formerly Airbus Industrie)

Applicability:

Airbus A300, A310 and A300-600 aeroplanes, all certified models, all manufacturer serial numbers (MSN), and Airbus A300F4-608ST aeroplanes, all MSN.

Reason:

Some cases of nose landing gear (NLG) and main landing gear (MLG) door and leg uplock spring ruptures have been reported on A300, A310 and A300-600 aeroplanes in service. Springs within the uplock are used to either lock the gear or the door in the up position or to participate in emergency mechanical unlocking. The springs are positioned in pairs and in case of rupture of one spring, the other one remains to fulfil the function, whereas the rupture of both springs will disable the locking function or the emergency unlocking function.



This condition, if not detected and corrected, could prevent proper free fall extension of the MLG or NLG, possibly leading to loss of control of the aeroplane on the ground, consequently resulting in damage to the aeroplane and injury to occupants.

To address this potential unsafe condition, Airbus issued Service Bulletin (SB) A300-32-0465, SB A310-32-2147, SB A300-32-6111 and SB A300-32-9020, to provide inspection instructions. Compliance time initially defined was reduced through the SBs Revision 01.

Consequently, EASA issued AD 2013-0150 to require repetitive detailed visual inspections (DVI) of the NLG and MLG door and leg uplock springs and, depending on findings, their replacement.

Since that AD was issued, based on the results of the reported inspection results, it has been determined that the inspection interval can be extended and Airbus has re-issued the affected SBs at Revision 03 (hereafter referred to in this AD as “the applicable SB”).

For the reason described above, this AD is revised to change the inspection interval from calendar time (18 months) to 5 000 flight cycles (FC).

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

Required as indicated, unless accomplished previously:

- (1) Within 18 months after 30 July 2013 [the effective date of EASA AD 2013-0150], and, thereafter, at intervals not to exceed 5 000 FC, accomplish a DVI of the uplock springs of each MLG leg and doors and the uplock springs of the NLG leg and doors, in accordance with the instruction of the applicable SB.
- (2) If, during any inspection as required by paragraph (1) of this AD, one spring is found broken or damaged on MLG door or NLG door uplock, within 2 months after that inspection, replace the affected uplock with a serviceable part in accordance with the instructions of the applicable SB.
- (3) If, during any inspection as required by paragraph (1) of this AD, one spring is found broken or damaged on MLG leg uplock or NLG leg uplock, accomplish the following actions:
 - (3.1) At intervals not to exceed 50 FC, repeat the DVI as required by paragraph (1) of this AD on the MLG leg or NLG leg uplock on which one spring was found broken or damaged.
 - (3.2) If, during any inspection as required by paragraph (3.1) of this AD, the second free fall spring is found broken or damaged on the affected MLG leg uplock or NLG leg uplock, as applicable, before next flight, replace the affected uplock with a serviceable part in accordance with the instructions of the applicable SB.
 - (3.3) Within 1 000 FC after the inspection as required by paragraph (1) of this AD, during which the spring has been found broken, replace the affected uplock with a serviceable part in accordance with the instructions of the applicable SB.
 - (3.4) Replacement of the affected leg uplock on an aeroplane, as required by paragraph (3.2) or (3.3) of this AD, as applicable, constitutes terminating action for the repetitive inspections as required by paragraph (3.1) of this AD for that aeroplane.
- (4) If, during any inspection as required by paragraph (1) of this AD, two free fall springs are found broken or damaged on the same MLG leg uplock or NLG leg uplock, before next flight, replace the affected uplock with a serviceable part in accordance with the instructions of the applicable SB.
- (5) Accomplishment of corrective actions on an aeroplane as required by paragraph (2), (3) or (4) of this AD, as applicable, does not constitute terminating action for the repetitive inspections required by paragraph (1) of this AD for that aeroplane.



- (6) Inspections and corrective actions, accomplished before the effective date of this revised AD, in accordance with the instructions of the applicable SB at original issue, or Revision 01, or Revision 02, are acceptable to comply with the initial inspections and corrective actions required by this AD.

Ref. Publications:

Airbus SB A300-32-0465 original issue dated 25 July 2012, or Revision 01 dated 25 April 2013, or Revision 02 dated 01 July 2014, or Revision 03 dated 25 August 2015.

Airbus SB A310-32-2147 original issue dated 25 July 2012, or Revision 01 dated 25 April 2013, or Revision 02 dated 01 July 2014, or Revision 03 dated 25 August 2015.

Airbus SB A300-32-6111 original issue dated 25 July 2012, or Revision 01 dated 25 April 2013, or Revision 02 dated 01 July 2014, or Revision 03 dated 25 August 2015.

Airbus SB A300-32-9020 original issue dated 25 July 2012, or Revision 01 dated 25 April 2013, or Revision 02 dated 01 July 2014, or Revision 03 dated 25 August 2015.

The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. The original issue of this AD was posted on 08 May 2013 as PAD 13-064 for consultation until 05 June 2013. The Comment Response Document can be found at <http://ad.easa.europa.eu>.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
4. For any question concerning the technical content of the requirements in this AD, please contact:
AIRBUS SAS – EIAW (Airworthiness Office)
E-mail: continued.airworthiness-wb.external@airbus.com.

