

EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2013-0150</p> <p>Date: 16 July 2013</p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>
<p>This AD is issued in accordance with EU 748/2012, Part 21.A.3B. In accordance with EC 2042/2003 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 [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>	
<p>Design Approval Holder's Name:</p> <p>AIRBUS</p>	<p>Type/Model designation(s):</p> <p>Airbus A300, A310, A300-600 and A300-600 ST aeroplanes</p>
<p>TCDS Numbers: France No.145 and EASA.A.014</p>	
<p>Foreign AD: Not applicable</p>	
<p>Supersedure: None</p>	
ATA 32	Landing Gear – Normal Extension and Retraction Uplock Springs – Inspection / Replacement
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	<p>Airbus A300, A310 and A300-600 aeroplanes, all certified models, all manufacturer serial numbers (MSN).</p> <p>Airbus A300F4-608ST aeroplanes, all MSN.</p>
Reason:	<p>Some cases of Nose Landing Gear (NLG) and Main Landing Gear (MLG) Door and Leg Uplock spring ruptures on A300, A310 or A300-600 aeroplanes have been reported in service.</p> <p>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.</p> <p>The springs are positioned in pairs and in case of rupture of one spring the other one remains to fulfill the function whereas the rupture of both springs will disable the locking function or the emergency unlocking function.</p> <p>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.</p> <p>For the reason described above this AD requires a detailed visual inspection of the NLG and MLG Door and Leg Uplock springs and, depending of findings, their replacement.</p>
Effective Date:	30 July 2013

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Within 18 months after the effective date of this AD, and thereafter at intervals not to exceed 18 months, perform a detailed visual inspection (DVI) of uplock springs of MLG leg and MLG doors and uplock springs of NLG leg and NLG doors in accordance with the instruction of Airbus Service Bulletin (SB) A300-32-0465 Revision 01, SB A310-32-2147 Revision 01, SB A300-32-6111 Revision 01 or SB A300-32-9020 Revision 01, as applicable to aeroplane model (hereafter called "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 the inspection as required by paragraph (1) of this AD, replace the affected MLG door or NLG door uplock, as applicable, 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: <ol style="list-style-type: none"> (3.1) At intervals not to exceed 50 flight cycles (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 MLG leg uplock or NLG leg uplock, before next flight, replace the affected MLG leg uplock or NLG leg 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 MLG leg uplock or NLG leg uplock with a serviceable part in accordance with the instructions of the applicable SB. (3.4) Replacement of the affected leg uplock 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. (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 MLG leg uplock or NLG leg uplock with a serviceable part in accordance with the instructions of the applicable SB as mentioned in paragraph (1) of this AD. (5) The corrective actions required by paragraphs (2), (3) and (4) of this AD do not constitute terminating actions for the repetitive inspections required by paragraph (1) of this AD. (6) Inspections and/or repairs, accomplished before the effective date of this AD, in accordance with the instructions of the applicable SB at original issue, are acceptable to comply with the initial inspection and/or repairs required by paragraph (1), (2), (3) or (4) of this AD.
<p>Ref. Publications:</p>	<p>Airbus SB A300-32-0465 original issue dated 25 July 2012, or Revision 01 dated 25 April 2013.</p> <p>Airbus SB A310-32-2147 original issue dated 25 July 2012, or Revision 01 dated 25 April 2013.</p> <p>Airbus SB A300-32-6111 original issue dated 25 July 2012, or Revision 01 dated 25 April 2013.</p> <p>Airbus SB A300-32-9020 original issue dated 25 July 2012, or Revision 01 dated 25 April 2013.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>

Remarks:	<ol style="list-style-type: none">1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.2. 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 Safety Information Section, Executive Directorate, EASA. 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) at E-mail: continued.airworthiness-wb.external@airbus.com.
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