


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 13-064</p> <p>Date: 08 May 2013</p> <p>Note: This Proposed Airworthiness Directive (PAD) 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>In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below. All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation closing date indicated.</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>
TCDS Number:	France No.145 and EASA.A.014
Foreign AD:	Note applicable
Supersedure:	None
ATA 32	Landing Gear - Normal Extension and Retraction / Uplock Springs - Inspection.
Manufacturer(s):	Airbus (Formerly Airbus Industries)
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 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:	[TBD: 14 days after final AD issue date]

<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 interval not to exceed 18 months, perform a detailed visual inspection of uplock springs of MLG and MLG doors and uplock springs of NLG and NLG doors in accordance with the instruction of Airbus Service Bulletin (SB) A300-32-0465 Rev 01, SB A310-32-2147 Rev 01, SB A300-32-6111 Rev 01 or SB A300-32-9020 Rev 01, as applicable to aeroplane model. (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 as mentioned in paragraph (1) of this AD. (3) If, during inspection as required by paragraph (1) of this AD, one spring is found broken or damaged on MLG uplock or NLG uplock: <ol style="list-style-type: none"> (3.1) at interval not exceeding 50 FC repeat the detailed visual inspection required by paragraph (1) of this AD (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 MLG uplock or NLG uplock, before the next flight replace the affected MLG uplock or NLG uplock by a serviceable part in accordance with the instructions of the applicable SB as mentioned in paragraph (1) of this AD. (3.3) within 1000 FC after the inspection as required by paragraph (1) of this AD, during which the spring has been found broken, replace the affected MLG uplock or NLG uplock with a serviceable part in accordance with the instructions of the applicable SB as mentioned in paragraph (1) of this AD. (3.4) replacement of the affected uplock as required by paragraph (3.2) or (3.3) of this AD constitutes terminating action for the repetitive inspection 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 uplock or NLG uplock, before the next flight, replace the affected MLG uplock or NLG uplock with a serviceable part in accordance with the instructions of the applicable SB as mentioned in paragraph (1) of this AD. (5) All the corrective actions required by paragraphs (2), (3), (4) and (5) 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 instruction of SB A300-32-0465 at original issue, SB A310-32-2147 at original issue, SB A300-32-6111 at original issue or SB A300-32-9020 at original issue, as applicable to aeroplane model 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 1 dated 25 April 2013;</p> <p>Airbus SB A310-32-2147 original issue dated 25 July 2012 or Revision 1 dated 25 April 2013;</p> <p>Airbus SB A300-32-6111 original issue dated 25 July 2012 or Revision 1 dated 25 April 2013;</p>

	<p>Airbus SB A300-32-9020 original issue dated 25 July 2012 or Revision 1 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. This Proposed AD will be closed for consultation on 05 June 2013.2. Enquiries regarding this PAD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu.3. For any question concerning the technical content of the requirements in this PAD, please contact AIRBUS SAS – EIAW (Airworthiness Office) at E-mail: continued.airworthiness-wb.external@airbus.com.