	AIRWORTHINESS DIRECTIVE No F-2006-034	Distribution: B	Issue date: February 01, 2006	Page : 1/2
	Direction générale de l'aviation civile France GSAC publication	This Airworthiness Directive is published by the DGAC on behalf of EASA, Airworthiness Authority of the State of Design for the affected product, part or appliance.		<i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i>
No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive, unless otherwise agreed with the Authority of the State of Registry.				
Corresponding foreign Airworthiness Directive(s): Not applicable		Airworthiness Directive(s) replaced: None		
Person in charge of airworthiness: AIRBUS SAS		Type(s): SN 601 aircraft		
Type certificate(s) No. 74 TCDS No 147				
ATA chapter: 32	Subject: Cockpit - Landing gear control unlocking push-button			

1. EFFECTIVITY:

“Corvette” SN 601 aircraft, all serial numbers.

2. REASONS:

An incident occurred on ground on the SN 601 when the pilot started the aircraft. With the co-pilot’s knee hitting the landing gear control lever, the lever moved to the “gear up” position. The retraction cycle thus started leading to damage on the A/C fuselage and wings.

The aircraft has a system which, physically, prevents the gear control lever from being set on the “gear up” position with the aircraft on ground. However, this system can be inhibited when maintaining the landing gear control unlocking push-button in the pushed position. Investigation showed that the diameter of the fusewire used on this push-button was smaller than that specified in the aircraft overhaul manual. Thus, it occurred that, on a previous pressure on the push-button, the fusewire did not break but was deformed and left the push-button in the pushed position .

The landing gear retraction with the aircraft on ground can induce damage to the aircraft and passengers.


This Airworthiness Directive (AD) mandates a check of the push-button and its fusewire before each flight through introduction of a Temporary Revision in the Aircraft Flight Manual.

3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

From the effective date of this AD, the following check shall be performed before each flight:

- *Unlocking push-button of the gear control lever, released, fusewire present and in good condition..... CHECKED.*

The introduction of the Temporary Revision of the Flight Manual No 3, 4, 5 or 6 in the Aircraft Flight Manual allows meeting the requirements of this AD.

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4. REFERENCE PUBLICATIONS:

Aircraft Flight Manual Corvette SN 601 Temporary Revision No 3
Aircraft Flight Manual Corvette SN 601 Temporary Revision No 4
Manuel de Vol Corvette SN 601 Révision Temporaire No. 5
Manuel de Vol Corvette SN 601 Révision Temporaire No. 6
Any later approved revision of these documents is acceptable.

5. EFFECTIVE DATE:

February 11, 2006.

6. REMARK:

For questions regarding the technical contents of this AD's requirements, contact:
AIRBUS SAS - Office of Airworthiness - EATL - Fax : 33 5 61 18 23 58.

7. APPROVAL:

This AD is approved under EASA Reference No 2006-0028 dated January 24, 2006.