


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No : 2007-0065</p> <p>Issued: 14 March 2007</p>	
<p>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.</p>		
<p>Type Approval Holder's Name :</p> <p>AIRBUS</p>	<p>Type/Model designation(s) :</p> <p>A318, A319, A320 and A321 aircraft</p>	
<p>TCDS Number : EASA.A.064</p>		
<p>Foreign AD : Not applicable.</p>		
<p>Supersedure : Not applicable.</p>		
ATA 32	Landing gear – Normal extension and retraction – Inspection of the selector valves 40GA and 41GA	
<p>Manufacturer(s):</p>	<p>AIRBUS, formerly AIRBUS INDUSTRIE</p>	
<p>Applicability:</p>	<p>AIRBUS A318, A319, A320 and A321 aircraft, all models, all serial numbers (MSN).</p> <p>Aircraft MSN's 2389, 2392, 2393, 2396, 2398, 2403, 2405, 2407, 2409, 2410, 2411, from 2413 through to 2439, 2441, and MSN above 2441 on which no replacement of the Landing Gear (LG) selector valve 40GA or the LG door selector valve 41GA has been performed since aircraft delivery from Airbus are compliant with the requirements of this AD.</p> <p>Aircraft on which LG selector valve 40GA and LG door selector valve 41GA have the duplicate inspection "DI" or "DI-BE" recorded on their amendment plates are compliant with the requirements of this AD.</p> <p>Reminder : It is the responsibility of the operator to ensure that any selector valve replaced on aircraft after having complied with this AD, still complies with the requirements of this AD.</p>	
<p>Reason:</p>	<p>After a push back from the gate, an A320-200 aircraft was preparing to initiate taxi, when a NLG uncommanded retraction occurred, and then the aircraft abruptly hit the ground.</p> <p>Investigations revealed that the retract condition is caused by a combination of a faulty MLG proximity switch, a power interruption to LGCIUs and an internal hydraulic leak through the LG selector valve 40GA. The internal hydraulic leak through the LG selector valve 40GA was due to a broken seal in one of the end cap chambers for the valve</p>	

	<p>spool. As a corrective action, a duplicate inspection (DI or DI-BE) for these valves has been introduced in production, and the Component Maintenance Manual (CMM) has been revised. Untimely unlocking and/or retraction of the NLG, while on the ground, could cause injury to ground personnel and significant structural damage to the aircraft.</p> <p>This Airworthiness Directive (AD) mandates the inspections of the LG selector valve 40GA and the LG door selector valve 41GA, to identify a possible hydraulic leak.</p>
Effective Date:	28 March 2007
Compliance:	<p>1. For aircraft that have accumulated up to 20,000 flight cycles (FC) at the effective date of the AD :</p> <p>- within 4,500 FC after the effective date of this AD, but not exceeding 20,800 FC from first flight, inspect and replace if necessary the LG selector valve 40GA and the LG door selector valve 41GA in accordance with the instructions given in AIRBUS Service Bulletin A320-32-1290.</p> <p>2. For aircraft that have accumulated over 20,000 FC at the effective date of the AD:</p> <p>- within 800 FC after the effective date of this AD, inspect and replace if necessary the LG selector valve 40GA and the LG door selector valve 41GA in accordance with the instructions given in AIRBUS Service Bulletin A320-32-1290.</p> <p>3. Repeat inspection for all aircraft :</p> <p>- at intervals not exceeding 20,000 FC or 89 months, whichever occurs first, repeat the inspection of the LG selector valve 40GA and the LG door selector valve 41GA and apply corrective action if necessary, in accordance with the instructions given in AIRBUS Service Bulletin A320-32-1290.</p> <p>For all affected aircraft, from the effective date of this AD, the installation of LG selector valve 40GA or LG door selector valve 41GA, that do not have the duplicate inspection "DI" or "DI-BE" recorded on their amendment plates, is possible provided that it will be inspected within 800 FC after installation, in accordance with the instructions given in AIRBUS Service Bulletin A320-32-1290.</p>
Ref. Publications:	AIRBUS Service Bulletin A320-32-1290 original issue or any later approved revisions.
Remarks :	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Method of Compliance (AMOCs) for this AD. 2. This AD was posted on 25 August 2006 as PAD 06-214 for consultation until 15 September 2006. The Comment Response Document can be found at http://ad.easa.europa.eu/ . 3. Enquiries regarding this AD should be addressed to the AD Focal Point, Certification Directorate, EASA; E-mail ADs@easa.eu.int. 4. For any question concerning the technical content of the requirements in this AD, please contact AIRBUS - Fax 33 5 61 93 44 51