


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>
	<p><b>AD No.: 2011-0202</b></p> <p><b>Date: 13 October 2011</b></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 EC 1702/2003, Part 21A.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>	
<b>Type Approval Holder's Name :</b>	<b>Type/Model designation(s) :</b>
AIRBUS	A318, A319, A320 and A321 aeroplanes
TCDS Number:	EASA.A.064
Foreign AD:	Not applicable
Supersedure:	None
<b>ATA 32</b>	<b>Landing Gear – Landing Gear Control and Interface Unit (LGCIU) Wiring – Modification</b>
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	Airbus A318-111, A318-112, A318-121, A318-122, A319-111, A319-112, A319-113, A319-114, A319-115, A319-131, A319-132, A319-133, A320-111, A320-211, A320-212, A320-214, A320-215, A320-216, A320-231, A320-232, A320-233, A321-111, A321-112, A321-131, A321-211, A321-212, A321-213, A321-231 and A321-232 aeroplanes, all manufacturer serial numbers, except aeroplanes on which Airbus modification 37866 has been embodied in production.
Reason:	<p>After a push back from the gate, an A320 aeroplane was preparing to initiate taxi, when an uncommanded nose landing gear (NLG) retraction occurred, causing the nose of the aeroplane to hit the ground. Investigations revealed that the retraction was caused by a combination of a power interruption to LGCIUs and an internal hydraulic leak through the landing gear (LG) selector valve 40GA.</p> <p>Deeper investigations have revealed that LGCIU power interruption appears during engine start at each flight. Even though no incident has been reported in service, it has been determined that a non compliance to the safety objective exists when combined with a dormant single failure of the selector valve seal leaking.</p> <p>This condition, if not corrected, could lead to further incidents of untimely unlocking and/or retraction of the NLG which, while on the ground, could result in injury to ground personnel and damage to the aeroplane.</p> <p>To address the possible hydraulic leak of the LG selector valve, EASA issued AD 2007-0065, currently at Revision 2.</p>

	For the reasons described above, this AD requires installation of a power interruption protection circuit to the LGCIU and the accomplishment of associated modifications.						
Effective Date:	27 October 2011						
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within the compliance time specified in Table 1 of this AD, as applicable to aeroplane configuration, modify the aeroplane in accordance with the accomplishment instructions of Airbus SB A320-32-1346 Revision 04 or, for Corporate Jet (A319CJ) aeroplanes, in accordance with the accomplishment instructions of Airbus SB A320-32-1349 Revision 02, as applicable to the aeroplane model.</p> <p style="text-align: center;">Table 1</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th>Aeroplane Configuration</th><th>Compliance time, after the effective date of this AD</th></tr> </thead> <tbody> <tr> <td>Modified in accordance with Airbus mod 38947 in production, or in accordance with Airbus SB A320-32-1348 in-service</td><td>Within 72 months</td></tr> <tr> <td>All other aeroplanes</td><td>Within 60 months</td></tr> </tbody> </table> <p>(2) For aeroplanes that have already been modified, before the effective date of this AD, in accordance with the instructions of Airbus A320-32-1346 at original issue, within the threshold indicated in Table 1 of this AD, as applicable to the aeroplane configuration, accomplish the actions identified as 'additional work' in accordance with the instructions of Airbus SB A320-32-1346 Revision 04.</p> <p>(3) Aeroplanes modified, before the effective date of this AD, in accordance with the instructions of Airbus SB A320-32-1346 Revision 01, or Revision 02, or Revision 03, or in accordance with the accomplishment instructions of Airbus SB A320-32-1349 Original issue or Revision 01, as applicable to the aeroplane model, are compliant with the requirements of paragraph (1) of this AD.</p>	Aeroplane Configuration	Compliance time, after the effective date of this AD	Modified in accordance with Airbus mod 38947 in production, or in accordance with Airbus SB A320-32-1348 in-service	Within 72 months	All other aeroplanes	Within 60 months
Aeroplane Configuration	Compliance time, after the effective date of this AD						
Modified in accordance with Airbus mod 38947 in production, or in accordance with Airbus SB A320-32-1348 in-service	Within 72 months						
All other aeroplanes	Within 60 months						
Ref. Publications:	<p>Airbus SB A320-32-1346 Revision 04 dated 22 April 2011.</p> <p>Airbus SB A320-32-1349 Revision 02 dated 16 June 2010.</p> <p>Airbus SB A320-32-1348 original issue dated 03 December 2008.</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"> <li>If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>This AD was posted on 28 July 2011 as PAD 11-079 for consultation until 25 August 2011. The Comment Response Document can be found at <a href="http://ad.easa.europa.eu/">http://ad.easa.europa.eu/</a>.</li> <li>Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – Airworthiness Office – EIAS, Fax +33 5 61 93 44 51, E-mail: <a href="mailto:account.airworth-eas@airbus.com">account.airworth-eas@airbus.com</a>.</li> </ol>						