


EASA	AIRWORTHINESS DIRECTIVE	
	AD No.: 2013-0202	
	Date: 05 September 2013	
<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>		
Design Approval Holder's Name:	Type/Model designation(s):	
AIRBUS	A318, A319, A320 and A321 aeroplanes	
TCDS Number:	EASA.A.064	
Foreign AD:	Not applicable	
Supersedure:	This AD supersedes EASA AD 2011-0202 dated 13 October 2011.	
ATA 32	Landing Gear – Landing Gear Control and Interface Unit Wiring – Modification	
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.	
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 Landing Gear Control and Interface Units (LGCIU) 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>	

	<p>To address the risk of untimely unlocking and/or retraction of the NLG, EASA issued AD 2011-0202 to require installation of a power interruption protection circuit to the LGCIU and accomplishment of associated modifications.</p> <p>Since that AD was issued, it has been discovered that additional work is necessary to adequately correct this unsafe condition and consequently, Airbus issued Service Bulletin (SB) A320-32-1346 to Revision 05. An update of the maintenance programme is required as well, following the required modification.</p> <p>For the reason described above, this AD retains the requirements of EASA AD 2011-0202, which is superseded, and requires certain additional actions, as defined in the revised Airbus SB, as applicable to aeroplane model, and an update of the approved maintenance programme.</p>																			
Effective Date:	19 September 2013																			
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within the compliance time as specified in Table 1 of this AD, as applicable to aeroplane configuration, modify the aeroplane in accordance with the instructions of Airbus SB A320-32-1346 Revision 05 or, for Corporate Jet (A319CJ) aeroplanes, in accordance with the instructions of Airbus SB A320-32-1349 Revision 03, as applicable to aeroplane model.</p> <p style="text-align: center;">Table 1</p> <table border="1" data-bbox="568 943 1386 1509"> <thead> <tr> <th data-bbox="568 943 1062 1093">Aeroplane Configuration</th> <th data-bbox="1062 943 1386 1093">Compliance time (after 27 October 2011, the effective date of EASA AD 2011-0202)</th> </tr> </thead> <tbody> <tr> <td data-bbox="568 1093 1062 1294">Aeroplanes fitted with LG selector valves having Part Number (P/N) 114079019 - modified in accordance with Airbus modification (mod) 38947 in production, or in accordance with Airbus SB A320-32-1348 in-service</td> <td data-bbox="1062 1093 1386 1462" rowspan="2" style="text-align: center; vertical-align: middle;">Within 72 months</td> </tr> <tr> <td data-bbox="568 1294 1062 1462">Aeroplanes fitted with LG selector valves 40GA, having a P/N as listed in Table 2 of this AD, provided the valves have the marking "DI" or "DI-BE" recorded on their amendment plates.</td> </tr> <tr> <td data-bbox="568 1462 1062 1509">All other aeroplanes</td> <td data-bbox="1062 1462 1386 1509" style="text-align: center;">Within 60 months</td> </tr> </tbody> </table> <p style="text-align: center;">Table 2 – LG Selector Valves 40GA – list of P/N</p> <table border="1" data-bbox="651 1590 1297 1783"> <tbody> <tr> <td data-bbox="651 1590 858 1637">114079001</td> <td data-bbox="858 1590 1066 1637">114079001A</td> <td data-bbox="1066 1590 1297 1637">114079001AB</td> </tr> <tr> <td data-bbox="651 1637 858 1684">114079005</td> <td data-bbox="858 1637 1066 1684">114079005A</td> <td data-bbox="1066 1637 1297 1684">114079005AB</td> </tr> <tr> <td data-bbox="651 1684 858 1731">114079009</td> <td data-bbox="858 1684 1066 1731">114079009A</td> <td data-bbox="1066 1684 1297 1731">114079009AB</td> </tr> <tr> <td data-bbox="651 1731 858 1778">114079013</td> <td data-bbox="858 1731 1066 1778">114079015</td> <td data-bbox="1066 1731 1297 1778">114079017</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 SB A320-32-1346 at original issue or Revision 01, or Revision 02, or Revision 03, or Revision 04, within 72 months after the effective date of this AD, accomplish the actions identified as 'additional work' in accordance with the instructions of Airbus SB A320-32-1346 Revision 05.</p>	Aeroplane Configuration	Compliance time (after 27 October 2011, the effective date of EASA AD 2011-0202)	Aeroplanes fitted with LG selector valves having Part Number (P/N) 114079019 - modified in accordance with Airbus modification (mod) 38947 in production, or in accordance with Airbus SB A320-32-1348 in-service	Within 72 months	Aeroplanes fitted with LG selector valves 40GA, having a P/N as listed in Table 2 of this AD, provided the valves have the marking "DI" or "DI-BE" recorded on their amendment plates.	All other aeroplanes	Within 60 months	114079001	114079001A	114079001AB	114079005	114079005A	114079005AB	114079009	114079009A	114079009AB	114079013	114079015	114079017
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	<p>(3) A319 Corporate Jet aeroplanes that have already been modified, before the effective date of this AD, in accordance with the instructions of Airbus SB A320-32-1349 at original issue, or Revision 01, or Revision 02, are compliant with the requirements of paragraph (1) of this AD.</p> <p>(4) Aeroplanes on which Airbus mod 37866 has been embodied in production are not affected by the requirements of paragraphs (1) and (2) of this AD.</p> <p>(5) After having complied with paragraph (1), (2), (3) or (4) of this AD, as applicable, update the approved maintenance programme by incorporating the Maintenance Review Board Report task 32.30.00 17 FUNCTIONAL CHECK OF LGCIU POWER SUPPLY RELAYS.</p>
Ref. Publications:	<p>Airbus SB A320-32-1346 original issue dated 04 December 2008, or Revision 01 dated 27 October 2009, or Revision 02 dated 04 November 2009, or Revision 03 dated 07 January 2010, or Revision 04 dated 22 April 2011, or Revision 05 dated 13 January 2012.</p> <p>Airbus SB A320-32-1349 original issue dated 04 December 2008, or Revision 01 dated 31 August 2009, or Revision 02 dated 16 June 2010, or Revision 03 dated 05 October 2011.</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 19 June 2013 as PAD 13-082 for consultation until 17 July 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 - Airworthiness Office - EIAS, Fax: +33 5 61 93 44 51, E-mail: account.airworth-eas@airbus.com.