| EASA | AIRWORTHINESS DIRECTIVE |
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| | **AD No.: 2013-0283R1**<br>**[Correction: 11 December 2013]**<br><br>**Date: 09 December 2013**<br><br>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. |

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].

| **Design Approval Holder's Name:** | **Type/Model designation(s):** |
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| AIRBUS | A318, A319, A320 and A321 aeroplanes |

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| TCDS Number: | EASA.A.064 |
| Foreign AD: | Not applicable |
| Revision: | This AD revises EASA AD 2013-0283 dated 29 November 2013. |

| **ATA 32** | **Landing Gear – Main Landing Gear Retraction Actuator – Inspection / Replacement** |
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| 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, A320-211, 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: | During routine pre-flight inspection of an Airbus A319, a hydraulic fluid leak was detected, coming from the retraction actuator of the main landing gear (MLG). The results of subsequent investigations revealed that a galvanic difference between materials induced an internal corrosion which was the crack initiator of the component. Actuators from 201590 series were identified as potentially affected, unless inspected and corrected during MLG overhaul.<br><br>This condition, if not detected and corrected, could lead to retraction actuator failure, preventing the full extension and/or down-locking of the MLG, possibly resulting in MLG collapse during landing or rollout and consequent damage to the aeroplane and injury to occupants.<br><br>To address this potential unsafe condition, Airbus published Service Bulletin (SB) A320-32-1408, providing instructions to identify and replace the affected actuators that have already exceeded 20 000 flight cycles (FC) or 10 years of operation since new, or since last overhaul.<br><br>For the reason described above, EASA AD 2013-0283 was issued to require a one-time identification and replacement of each affected MLG retraction actuator. |

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<tr><td></td><td>EASA AD 2013-0283R1 was issued to introduce the correct Maintenance Review Board Report (MRBR) task number and to add modification numbers in paragraph (3), and to introduce some editorial changes for clarification.<br><br>This AD is re-published to correct paragraph (3).</td></tr>
<tr><td>Effective Date:</td><td>Revision 1 (same as original issue): 13 December 2013</td></tr>
<tr><td>Required Action(s) and Compliance Time(s):</td><td>Required as indicated, unless accomplished previously:<br><br>(1) Within 18 months after the effective date of this AD, inspect each MLG retraction actuator to determine whether the Part Number (P/N) is 201590001, P/N 201590002, P/N 201590002-010, P/N 201590002-020, or P/N 201590003, and to determine the time in service accumulated by the actuator (see Note 1) and, within the compliance time as specified in Table 1 of this AD, as applicable, replace each actuator with a serviceable actuator in accordance with the instructions of Airbus SB A320-32-1408.<br><br>A review of aeroplane delivery or maintenance records is acceptable to make the identification and determination as required by paragraph (1) of this AD, provided those records can be relied upon for that purpose, and the P/N and time since first installation or since overhaul, as applicable, of the MLG retraction actuator can be conclusively identified from that review.<br><br>Table 1 – MLG Retraction Actuator Replacement<br><br><table><tr><th>Time accumulated (see Note below) by the actuator on the effective date of this AD</th><th>Compliance time</th></tr><tr><td>Equal to or more than 20 000 FC or 10 years, whichever occurred first</td><td>Within 18 months after the effective date of this AD</td></tr><tr><td>Less than 20 000 FC or 10 years</td><td>Within the limits defined in the MRBR</td></tr></table><br>Note: The FC and calendar time are those accumulated since (a) first installation on an aeroplane, or (b) since last actuator overhaul, or (c) since last accomplishment of MRBR task 321147-01-1, whichever of (a), (b) or (c) occurred later.<br><br>(2) Within 18 months after the effective date of this AD, replace each MLG retraction actuator, having a P/N as specified in paragraph (1) of this AD and for which the in-service history is not known, with a serviceable actuator in accordance with the instructions of Airbus SB A320-32-1408.<br><br>(3) An aeroplane that does not have Airbus MOD 26644 or MOD 150820 (all Models), or MOD 27151 (A321), applied in production, as applicable, is not affected by the requirements of paragraph (1) or (2) of this AD, provided that no MLG retraction actuator, having a P/N as specified in paragraph (1) of this AD, has been installed on that aeroplane since first flight.<br><br>(4) From the effective date of this AD, installation on an aeroplane of a MLG retraction actuator that has a P/N as specified in paragraph (1) of this AD is allowed, provided that the MLG retraction actuator has not accumulated or exceeded 20 000 FC or 10 years since new, or since overhaul.</td></tr>
<tr><td>Ref. Publications:</td><td>Airbus SB A320-32-1408 original issue, dated 22 July 2013.<br><br>Airbus A318/A319/A320/A321 MRBR, currently at Revision 18, dated March 2013.</td></tr>
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| | The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD. |
| Remarks: | 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.<br>2. The original issue of this AD was posted on 05 September 2013 as PAD 13-134 for consultation until 03 October 2013. The Comment Response Document can be found at http://ad.easa.europa.eu.<br>3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu.<br>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. |