

EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	PAD No.: 11 - 079 Date: 28 July 2011 Note: This Proposed Airworthiness Directive (PAD) 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.
In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below. All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation closing date indicated.	
Type Approval Holder's Name : AIRBUS	Type/Model designation(s) : A318, A319, A320 and A321 aeroplanes
TCDS Number :	EASA.A.064
Foreign AD :	Not applicable.
Supersedure :	None
ATA 32	Landing Gear – Landing Gear Control and Interface Unit (LGCIU) Wiring – Modification
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	Airbus A318-111, A318-112, A318-121, A319-111, A319-112, A319-113, A319-114, A319-115, A319-131, A319-132, A319-133, A320-211, A320-212, A320-214, 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, as identified by manufacturer serial number (MSN) in Airbus Service Bulletin (SB) A320-32-1346 Revision 04 and Airbus SB A320-32-1349 Revision 02..
Reason:	After a push back from the gate, an A320 aeroplane was preparing to initiate taxi, when an uncommanded nose landing gear (LG) retraction occurred, causing the nose of the aeroplane to hit the ground. Investigations revealed that the retraction was caused by a combination of a faulty Main LG proximity switch, a power interruption to LGCIUs and an internal hydraulic leak through the LG selector valve 40GA. Deeper investigations have revealed that LGCIU power interrupt 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. 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. To address the possible hydraulic leak of the LG selector valve, EASA issued AD 2007-0065, currently at Revision 2.

	For the reasons described above, this AD requires installation of a power interrupt protection circuit to the LGCIU and the accomplishment of associated modifications.
Effective Date:	[TBD: 14 days after final AD issue date]
Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) Within 60 months after the effective date of this AD, 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. (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 60 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 04. (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.
Ref. Publications:	Airbus Service Bulletin A320-32-1346 Revision 04 dated 22 April 2011. Airbus Service Bulletin A320-32-1349 Revision 02 dated 16 June 2010. The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.
Remarks :	1. This Proposed AD will be closed for consultation on 25 August 2011. 2. Enquiries regarding this PAD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail ADs@easa.europa.eu. 3. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS – Airworthiness Office – EIAS, Fax +33 5 61 93 44 51, E-mail: account.airworth-eas@airbus.com