


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>
	<p><b>AD No.: 2013-0058</b></p> <p><b>Date: 11 March 2013</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>
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><b>Design Approval Holder's Name:</b></p> <p>AIRBUS</p>	<p><b>Type/Model designation(s):</b></p> <p>A300, A300-600, A300-600ST and A310 aeroplanes</p>
TCDS Numbers: France n° 145 and EASA.A.014	
Foreign AD: Not applicable	
Supersedure: None	
<b>ATA 32</b>	<b>Landing Gear – Sequence Valve and Lever – Inspection / Replacement</b>
Manufacturer(s):	Airbus (Formerly Airbus Industries)
Applicability:	Airbus A300, A300-600, and A310 aeroplanes, all certified models, all Manufacturer Serial Numbers (MSN), Airbus A300F4-608ST aeroplanes, all MSN.
Reason:	<p>Operators have reported five cases of early ruptures on levers of the nose landing gear (NLG) sequence valve.</p> <p>Analysis showed that these fatigue ruptures were due to an incorrect adjustment of the mechanical links. As the design of the main landing gear (MLG) sequence valve lever is similar, there is sufficient reason to assume that these parts are similarly affected by fatigue.</p> <p>This condition, if not detected and corrected, could lead to interference between landing gear leg and door and consequent failure of the landing gear to extend, possibly resulting in damage to the aeroplane and injury to occupants.</p> <p>For the reasons described above, this AD requires a one-time inspection of the sequence valve control lever, of the adjustment of the control rod between doors and landing gear sequence valve and depending on inspections results, accomplishment of applicable corrective actions.</p>
Effective Date:	25 March 2013

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <p>Accomplish the following actions in accordance with the instructions of Airbus Service Bulletin (SB) A300-32-0464, A310-32-2146, A300-32-6110, A300-32-9019, as applicable to aeroplane model:</p> <ol style="list-style-type: none"> <li>(1) Within 4 000 flight cycles, 6 000 flight hours, or 30 months, whichever occurs first after the effective date of this AD, accomplish a detailed inspection of each sequence valve (NLG and MLG) lever and of the pin shearing indicating area.</li> <li>(2) If, during an inspection as required by paragraph (1) of this AD, any damage is found, before next flight, replace the affected sequence valve and its lever with serviceable parts.</li> <li>(3) If no damage is found during the inspection as required by paragraph (1) of this AD, within the compliance time as specified in paragraph (1) of this AD, accomplish a detailed inspection to detect interference between the landing gear door control rod and the landing gear sequence valve and, depending on findings, accomplish the applicable corrective actions.</li> <li>(4) From the effective date of this AD, do not install a landing gear sequence valve on an aeroplane, unless the valve has passed the inspection as required by paragraph (1) of this AD.</li> </ol>
<p>Ref. Publications:</p>	<p>Airbus SB A300-32-0464 original issue dated 17 July 2012,  Airbus SB A310-32-2146 original issue dated 17 July 2012,  Airbus SB A300-32-6110 original issue dated 17 July 2012,  Airbus SB A300-32-9019 original issue dated 17 July 2012.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks:</p>	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. This AD was posted on 31 January 2013 as PAD 13-024 for consultation until 28 February 2013. No comments were received during the consultation period.</li> <li>3. 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>4. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS SAS – EIAW (Airworthiness Office, Telephone: + 33 5 61 18 41 39, Fax: + 33 5 61 93 44 51).</li> </ol>