


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 13-082</p> <p>Date: 19 June 2013</p> <p>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.</p>
<p>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.</p>	
Design 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:	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 the 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 program 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:	[TBD: 14 days after final AD issue date]																			
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 the aeroplane model.</p> <p style="text-align: center;">Table 1</p> <table><tr><th>Aeroplane Configuration</th><th>Compliance time (after 27 October 2011, the effective date of EASA AD 2011-0202)</th></tr><tr><td>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 rowspan="2">Within 72 months</td></tr><tr><td>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>All other aeroplanes</td><td>Within 60 months</td></tr></table> <p style="text-align: center;">Table 2 – LG Selector Valves 40GA – list of P/N</p> <table><tr><td>114079001</td><td>114079001A</td><td>114079001AB</td></tr><tr><td>114079005</td><td>114079005A</td><td>114079005AB</td></tr><tr><td>114079009</td><td>114079009A</td><td>114079009AB</td></tr><tr><td>114079013</td><td>114079015</td><td>114079017</td></tr></table> <p>(2) For aeroplanes that have already been modified, before 27 October 2011 [the effective date of the AD 2011-0202], 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 27 October 2011 [the effective date of the AD 2011-0202], in accordance with the instructions of Airbus SB A320-32-1349 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. This Proposed AD will be closed for consultation on 17 July 2013. 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.