



LUFTDYGTIGHEDSDIREKTIV

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AIRBUS INDUSTRIE

(AIRBUS)

2000-170-300(D)

De i dette Luftdygtighedsdirektiv (LDD) krævede inspektioner eller modifikationer er, jf. Bestemmelser for Civil Luftfart, BL 1-1, en betingelse for, at det berørte materiel fortsat kan betragtes som luftdygtigt efter de i dette LDD angivne terminer.

MODEL A319, A320 OG A321 SERIERNE. ATA 52. "MAIN LANDING GEAR DOOR ACTUATOR FITTING INSPECTION".

Berører: Som angivet under "Applicability" i nedenfor refererede AD-Note.

Termin: Som krævet under "Actions" i nedenfor refererede AD-Note, med mindre allerede udført.

Aktion: Som krævet under "Actions" i punkterne 1, 2 og 3 i nedenfor refererede AD-Note.
AD-Noten er bilag til og dermed en del af dette LDD.

En alternativ metode til opfyldelse af kravene i dette LDD eller en justering af terminen i dette LDD kan efter ansøgning fra ejer/operatør godkendes af Chefen for Luftdygtighedskontoret i Statens Luftfartsvæsen. Godkendelsen vil være betinget af, at en ækvivalent sikkerhed kan påvises.

Der kan, jf. BL 1-12, udstedes flyvetilladelse for færgeflyvning til en base, hvor kravene i dette LDD kan opfyldes.

Dokument: Som angivet under "REF.:" i nedenfor refererede AD-Note.

Ikrafttrædelsesdato: Dette LDD træder i kraft 24. juni 2000.

Ref. AD-Note: GSAC AD 2000-257-149(B) dateret 14. juni 2000.

OC

Bilag: GSAC AD 2000-257-149(B)

Dette LDD 2000-170-300(D) erstatter 99-233-273(D) Annullering dateret 20. juni 2000.

Årsag: GSAC AD 2000-257-149(B) erstatter GSAC AD 1999-243-133(B) R1, som annulleres ved R2.

GSAC

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.

Translation of 'Consigne de Navigabilité' ref. : 2000-257-149(B)
In case of any difficulty, reference should be made to the French original issue.

AIRBUS INDUSTRIE**A319, A320 og A321 aircraft.**

Main landing gear door actuator fitting inspection (ATA 52)

APPLICABILITY:

This Airworthiness Directive applies to all AIRBUS INDUSTRIE A319, A320 and A321 aircraft, all certified models, all serial numbers without AIRBUS INDUSTRIE Modification 24903 or 25372 in production or Service Bulletin A320-52-1073 in-service.

REASONS:

On one A320 aircraft, the crew was unable to close one of the main landing gear doors, due to the rupture of the actuator fitting at the actuator attachment area on the door side. The MLG door being only attached to the aircraft by the 2 hinge fittings could, under certain conditions, detach from the aircraft and could cause damage to the aircraft, and/or hazard to persons or property on the ground.

Airworthiness Directive 1999-243-133(B) Revision 1, dealing with the same subject, requested to inspect the main landing gear door actuator fitting for cracks and to check the grain direction on a batch of aircraft.

Further analysis performed by the manufacturer revealed that MLG doors with fittings with proper grain direction also need to be inspected.

ACTIONS:

1. For aircraft serial number MSN 204, from MSN 207 to MSN 248 included, and MSN 250 having been delivered with the fitting P/N D52880224000/001 installed on the main landing gear door serial numbers as listed in the SB A320-52A1086 Revision 1:

Within 500 flight hours from the last inspection required by A.O.T. AIRBUS INDUSTRIE A320-52A1086 mandated by the Airworthiness Directive 1999-243-133(B) at its original issue dated June 16, 1999, perform the HFEC (High Frequency Eddy Current) inspection in accordance with the instructions of AIRBUS INDUSTRIE Service Bulletin A320-52A1086 Revision 1.

.../...

- 1.1. If no crack is detected, either:

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| <p>1.1.1. Perform the LFEC (Low Frequency Eddy Current) inspection to determine the grain direction of the raw material of the actuator fitting in accordance with the instructions of AIRBUS INDUSTRIE Service Bulletin A320-52A1086 Revision 1:</p> <ul style="list-style-type: none"> - If the grain direction of the raw material of the fitting is correct then refer to paragraph 2. - If not, refer to actions requested by the paragraph 1.1.2 or 1.1.3. <p>Or</p> <p>1.1.2. Repeat the HFEC inspection at intervals not exceeding 500 flight hours from the first inspection in accordance with the instructions given in the AIRBUS INDUSTRIE Service Bulletin A320-52A1086 Revision 1. If a crack is detected, perform the actions requested by paragraph 1.2 of this Airworthiness Directive.</p> <p>Or</p> <p>1.1.3. Perform the AIRBUS INDUSTRIE Service Bulletin A320-52-1073 Revision 4. The conformity to this Airworthiness Directive is then demonstrated and no further action is required.</p> <p>1.2 If cracks are detected, perform the AIRBUS INDUSTRIE Service Bulletin A320-52-1073 Revision 4 within the threshold provided by the AIRBUS INDUSTRIE Service Bulletin A320-52A1086 Revision 1. The conformity to this Airworthiness Directive is then demonstrated and no further action is required.</p> <p>2. For all aircraft except the aircraft being inspected (repeat inspection) as per paragraph 1.1.2:</p> <p>Within 400 FC from the effective date of this Airworthiness Directive, or before accumulating 9000 flight cycles, whichever comes later, perform an inspection in accordance with the instructions of AIRBUS INDUSTRIE Service Bulletin A320-52-1096 at its original issue.</p> <p>2.1. If no crack is detected, either:</p> <p>2.1.1. Repeat the inspection at intervals not exceeding 800 flight cycles from the first inspection in accordance with the instructions of AIRBUS INDUSTRIE Service Bulletin A320-52-1096. If a crack is detected, perform the actions requested by paragraph 2.2 of this Airworthiness Directive.</p> <p>Or</p> <p>2.1.2 Perform the AIRBUS INDUSTRIE Service Bulletin A320-52-1073 Revision 4. The conformity to this Airworthiness Directive is then demonstrated and no further action is required.</p> <p>2.2. If cracks are detected, perform the AIRBUS INDUSTRIE Service Bulletin A320-52-1073 Revision 4 within the threshold provided by the AIRBUS INDUSTRIE Service Bulletin A320-52-1096. The conformity to this Airworthiness Directive is then demonstrated and no further action is required.</p> <p>3. In case the MLG door originally fitted has been removed and installed on another aircraft, the required instructions contained in this Airworthiness Directive must be applied to the other aircraft.</p> <p style="text-align: right;">.../...</p> <p style="text-align: center;">_____</p> <p>REF.: AIRBUS INDUSTRIE AOT A320-52A1086 dated April 08, 1999</p> | | | |
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| <p data-bbox="523 248 1235 353">AIRBUS INDUSTRIE Service Bulletin A320-52A1086 Revision 1 AIRBUS INDUSTRIE Service Bulletin A320-52-1096 original issue AIRBUS INDUSTRIE Service Bulletin A320-52-1073 Revision 4 (or any further approved revision).</p> <hr data-bbox="708 409 983 414"/> <p data-bbox="220 472 1469 521">This Airworthiness Directive supersedes the Airworthiness Directive 1999-243-133(B) which is cancelled by its Revision 2.</p> <hr data-bbox="708 577 983 582"/> <p data-bbox="639 636 1046 663"><u>EFFECTIVE DATE : JUNE 24, 2000</u></p> | | | | | |
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