

# 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. : 82-160-49(B) R1  
In case of any difficulty, reference should be made to the French original issue.

## AIRBUS INDUSTRIE

### A300 airplanes

Main Landing Gears - Hinge arm P/N C 65381-4 and C 65381-6

This Airworthiness Directive applies to AIRBUS INDUSTRIE A300B2-320, B4-2C, B4-102, B4-103, B4-120, B4-203, B4-220 and C4-203 airplanes fitted with hinge arm P/N C 65381-4 and C 65381-6 introduced by AIRBUS INDUSTRIE modification n° 257/S2490 (MHB 224) or by AIRBUS INDUSTRIE Service Bulletin A300-32-118 related to MESSIER-HISPANO-BUGATTI Service Bulletin 470-32-119.

However, this Airworthiness Directive does not apply to hinge arms P/N C 65381-4 and C 65381-6 which have been installed as a new item in a main landing gear barrel incorporating AIRBUS INDUSTRIE Service Bulletin A300-32-348 and A300-32-355 related to MESSIER-HISPANO-BUGATTI Service Bulletin 470-32-407 and 470-32-421 (modification AI 4544, modifications MHB 542 and 585) - (See NOTE hereunder for approved equivalent modification).

This Airworthiness Directive cancels and supersedes Airworthiness Directive 82-120-48(B).

The present Revision 1 of Airworthiness Directive 82-160-49(B) replaces its original issue dated December 1, 1982.

In order to prevent a rupture of affected main landing gear hinge arms, accomplish the following in accordance with AIRBUS INDUSTRIE Service Bulletin A300-32-356 Revision 1 related to Service Bulletin MESSIER-HISPANO-BUGATTI 470-32-422 Revision 1 (or later approved revisions of these documents).

- 1) - Within 7 days from DECEMBER 8, 1982 unless previously accomplished, perform a displacement measurement of the bronze bush fitted on the stirrup on the side of actuating cylinder by visual or gammagraphy method on all affected hinge arms, as per para. 2B of Service Bulletin MESSIER-HISPANO-BUGATTI 470-32-422 Revision 1 (or later approved revision).
- 2) - If the bronze bush displacement is less or equal to 1.5 mm while performing inspection as prescribed per para. 1 above, then repeat the same inspection at intervals not to exceed 1600 landings.

If a displacement greater than 1.5 mm is evidenced while performing one of the subsequent repetitive inspections, the prescribed measures set forth as per para. 4 hereunder must be applied within the next 1600 landings following that inspection.

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3) - If the displacement of bronze bush is greater than 1.5 mm while performing the inspection prescribed under para. 1 above, the prescribed measures as per para. 4 hereunder must be applied within the following given time according to number of landings, and counted from the date of displacement measurement :

a) - 2000 landings for hinge arms totalizing less than 1000 landings at date of bush displacement measurement.

b) - A time limit D (number of landings) given by the following formula which applies to hinge arms totalizing a number of landings N between 1000 and 5000 at date of bush displacement measurement :

$$D = 2400 - 4/10 N$$

c) - 400 landings for hinge arms totalizing more than 5000 landings at date of bush displacement measurement.

4) - Within the time limits prescribed by para. 2 or 3 above, as applicable, visually inspect the blending radius of attachment trunnion on hinge arm body by proceeding as per Service Bulletins AIRBUS INDUSTRIE A300-32-356 Revision 1 and MESSIER-HISPANO-BUGATTI 470-32-422 Revision 1 (or later approved revisions of these documents).

a) - If no trace of corrosion is detected, carry out the modifications given in Service Bulletin AIRBUS INDUSTRIE A300-32-348 and A300-32-355 related to Service Bulletins MESSIER-HISPANO-BUGATTI 470-32-407 and 470-32-421 (see NOTE hereunder).

**Remark** : If surface protection is damaged (paint, cadmium), proceed to its restoration before embodiment of these modifications.

b) - If corrosion traces are detected, replace before further flight the concerned hinge arm either by a new serviceable one or by a reconditioned one in accordance with Service Bulletin AIRBUS INDUSTRIE A300-32-362 related to Service Bulletin MESSIER-HISPANO-BUGATTI 470-32-431. Carry out modifications given in Service Bulletins AIRBUS INDUSTRIE A300-32-348 and A300-32-355 related to Service Bulletins MESSIER-HISPANO-BUGATTI 470-32-407 and 470-32-421 (see NOTE hereunder).

**NOTE** : MESSIER-HISPANO-BUGATTI Service Bulletin 470-32-408 provides an approved solution equivalent to the one described in MESSIER-HISPANO-BUGATTI Service Bulletin 470-32-421 Revision 2 and may be embodied in lieu of it to meet the requirements of the present Airworthiness Directive. AIRBUS INDUSTRIE Service Bulletin A300-32-352 is related to MESSIER-HISPANO-BUGATTI Service Bulletin 470-32-408.

The requirements of this Airworthiness Directive are covered in FRG by LTA n° 82-160/2.

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**The present Airworthiness Directive cancels and replaces Airworthiness Directive n° 82-120-48(B) dated SEPTEMBER 22, 1982.**

**The present Revision 1 of Airworthiness Directive 82-160-49(B) replaces its original issue dated DECEMBER 1<sup>st</sup>, 1982.**

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**EFFECTIVE DATE : MARCH 12, 1986**