

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. : 2000-417-048(B)
In case of any difficulty, reference should be made to the French original issue.

AIRBUS INDUSTRIE

A300-600ST BELUGA aircraft

Landing gear - Identification of the hydraulic pipes supplying the main landing gear (ATA 32)

APPLICABILITY:

AIRBUS INDUSTRIE A300-600ST aircraft, all certified models and all serial numbers.

REASONS:

An A300 B4 aircraft operator recently experienced a collapse of the LH main landing gear during taxiing, causing severe damage to the aircraft and engine.

Analyses of the incident revealed an incorrect identification (inverted "up" and "down" labelling) of the hydraulic pipes supplying the strut unlocking actuator.

Additional investigations on other aircraft of the fleet revealed similar incorrect marking of one of the cross brace pipes of the main landing gears.

Cross connection of the hydraulic hoses supplying the main strut unlocking actuator would lead to the "continuous unlocking" activation of the actuator in a "downlocked" landing gear situation. This might lead to the collapse of the main landing gear under lateral loads.

ACTIONS:

Prior to the accumulation of 1,000 flight hours following the effective date of this Airworthiness Directive, and before December 14, 2000, modify and re-identify the pipes involved in accordance with the instructions of AIRBUS INDUSTRIE Service Bulletin A300-32A6080.

REF. : Airworthiness Directive A300-600 No. 2000-204-309(B)
AIRBUS INDUSTRIE Service Bulletin A300-32A6080
(original issue or any other later approved revision).

EFFECTIVE DATE : OCTOBER 14, 2000

n/JJD

October 04, 2000

AIRBUS INDUSTRIE
A300-600ST BELUGA aircraft

2000-417-048(B)