



## Airworthiness Directive

**AD No.:** 2016-0058

**Issued:** 21 March 2016

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 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 [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EC) 216/2008, Article 14(4) exemption].

### Design Approval Holder's Name:

AIRBUS

### Type/Model designation(s):

A300, A300-600 and A300-600ST aeroplanes

**Effective Date:** 04 April 2016

**TCDS Number(s):** EASA.A.172 and EASA.A.014

**Foreign AD:** Not applicable

**Supersedure:** None

### ATA 32 – Landing Gear – Main Landing Gear Hinge Arm / Barrel Pin – Inspections

#### Manufacturer(s):

Airbus (formerly Airbus Industrie)

#### Applicability:

Airbus A300, A300-600, and A300-600ST aeroplanes, all certified models, all Manufacturer Serial Numbers.

#### Reason:

Two cases were reported of finding a cracked main landing gear (MLG) hinge arm/barrel pin, one was discovered in service during a maintenance task and the other one was identified during MLG overhaul.

This condition, if not detected and corrected, could lead to MLG collapse, resulting in damage to the aeroplane and potential injury to occupants.

To address this potential unsafe condition, and awaiting a final fix establishment, Airbus issued Alert Operators Transmission (AOT) 32W008-16 to provide instructions for detailed visual inspections (DET) to detect through cracks.



For the reasons described above, this AD requires repetitive DET of the MLG hinge arm/barrel pin and, depending on findings, replacement of the affected MLG leg.

**Required Action(s) and Compliance Time(s):**

Required as indicated, unless accomplished previously:

Note: For the purpose of this AD, the affected MLG hinge arm/barrel pins are those with Part Number (P/N) C66441-(X) and P/N C65543-(X), the X representing a variable number.

- (1) Within the compliance time defined in Table 1 of this AD, and, thereafter, at intervals not to exceed 100 flight cycles (FC), accomplish a DET of the internal diameter of each affected MLG hinge arm/barrel pin in accordance with the instructions of Airbus AOT 32W008-16.

Table 1 – Initial MLG Hinge Arm / Barrel Pin Inspection

Compliance Time (whichever occurs later, A or B)	
<b>A</b>	Within 30 months since the pin first flight on an aeroplane, or since pin first flight on an aeroplane after overhaul, as applicable
<b>B</b>	Within 30 days after the effective date of this AD

- (2) If, during any inspection as required by paragraph (1) of this AD, any crack is found, before next flight, replace the MLG leg with a serviceable unit in accordance with the instructions of Airbus AOT 32W008-16.
- (3) Within 15 days after each inspection as required by paragraph (1) of this AD, report the inspection results to Airbus in accordance with the instructions of Airbus AOT 32W008-16.
- (4) Replacement of a MLG leg as required by paragraph (2) of this AD does not constitute terminating action for the repetitive inspections as required by paragraph (1) of this AD.

**Ref. Publications:**

Airbus AOT 32W008-16 original issue, dated 25 February 2016.

The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.

**Remarks:**

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).



4. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – EIAW (Airworthiness Office)  
E-mail: [continued.airworthiness-wb.external@airbus.com](mailto:continued.airworthiness-wb.external@airbus.com).

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