 <b>Direction générale de l'aviation civile France</b>  <b>GSAC publication</b>	<b>AIRWORTHINESS DIRECTIVE</b>  <b>No F-2004-169</b>		Distribution:  <b>B</b>	Issue date:  <b>October 27, 2004</b>	Page :  <b>1/2</b>
	This Airworthiness Directive is published by the DGAC on behalf of EASA, Airworthiness Authority of the State of Design for the affected product, part or appliance.		<i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i>		
<p style="text-align: center;"><b>No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive, unless otherwise agreed with the Authority of the State of Registry.</b></p>					
Corresponding foreign Airworthiness Directive(s): <b>Not applicable</b>			Airworthiness Directive(s) replaced: <b>None</b>		
Person in charge of airworthiness: <b>AIRBUS SAS</b>			Type(s): <b>SN 601 aircraft</b>		
Type certificate(s) No. <b>74</b> TCDS No <b>147</b>					
ATA chapter:  <b>32</b>		Subject: <b>Nose landing gear - Hinge fittings inspection</b>			

**1. EFFECTIVITY:**

"Corvette" SN 601 aircraft, all serial numbers.

**2. REASONS:**

Cracks have been evidenced on the nose landing gear LH and RH hinge fittings due to stress corrosion on in-service aircraft. If undetected, they could lead to complete rupture of one or two of the fittings.

This Airworthiness Directive (AD) renders the repetitive inspections defined in the Corvette Service Bulletin No 32-17 mandatory.


**3. MANDATORY ACTIONS AND COMPLIANCE TIMES:**

**3.1.** Within 200 flight hours or 6 months following the effective date of this AD, whichever occurs first, inspect the nose landing gear LH and RH hinge fittings in accordance with the instructions of the Corvette Service Bulletin No 32-17, original issue.

**3.2.** In case of finding of one or several cracks:

- if the crack cumulated length is less than 28 mm, repeat the inspection at intervals not exceeding 200 flight hours or 6 months, whichever occurs first,
- if the crack cumulated length is equal to or more than 28 mm, replace the affected fitting by a new fitting within 200 flight hours or 6 months, whichever occurs first,
- if the crack cumulated length is more than 100 mm, replace, prior to the next flight, the affected fitting by a new one or contact AIRBUS that will define appropriate measures.

**Note:** The method to calculate the crack cumulated length is defined in Figure 6 of the Corvette Service Bulletin No 32-17.

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**3.3.** If no crack is detected, re-apply the requirements of the Corvette Service Bulletin No 32-17 at intervals not exceeding 3,600 flight hours or 36 months, whichever occurs first.

**3.4.** After replacement of one fitting by a new one, re-apply the requirements of the Corvette Service Bulletin No 32-17 at intervals not exceeding 3,600 flight hours or 36 months, whichever occurs first. In case of finding of one or several cracks, refer to the requirements of Paragraph 3.2 of this AD.

**3.5.** The inspection results have, systematically, to be sent to AIRBUS.

**4. REFERENCE PUBLICATION:**

Corvette Service Bulletin No 32-17, original issue  
Any later approved revision of this Service Bulletin is acceptable.

**5. EFFECTIVE DATE:**

November 06, 2004.

**6. REMARK:**

For any question regarding the technical contents of this CN requirements, contact:  
AIRBUS BZSN, Phone No (33)(0)5 61 93 60 90, Fax (33)(0)5 61 93 02 93.

**7. APPROVAL:**

This AD is approved under EASA Reference No 2004-10566 dated October 20, 2004.