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|  | AIRWORTHINESS DIRECTIVE No F-2004-075 | Distribution: B | Issue date: May 26, 2004 | Page : 1/2 |
| Direction générale de l'aviation civile France | This Airworthiness Directive is published by the DGAC : <input checked="checked" type="checkbox"/> on behalf of EASA, the Primary Airworthiness Authority for the affected product. <input type="checkbox"/> as the Registration Airworthiness Authority for the affected aircraft.. | | <i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i> | |
| GSAC publication | 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. | | | |
| Corresponding foreign Airworthiness Directive(s): Not applicable | | Airworthiness Directive(s) replaced: None | | |
| Person in charge of airworthiness: AIRBUS SAS | | Type(s): A300, A310 and A300-600 aircraft | | |
| Type certificate(s) No. 145 TCDS No 145 | | | | |
| ATA chapter: 32 | Subject: Nose landing gear - Shock absorber/Barrel attachment inspection | | | |

1. **EFFECTIVITY:**

A300, A310 and A300-600 AIRBUS aircraft, all certified models and all serial numbers.

2. **REASONS:**

Two cases of complete nose landing gear (NLG) shock absorber bolts failure were recently reported to the manufacturer.

In both cases the crew was unable to retract the gear and was forced to an In Flight Turn Back.

In one case, the aircraft landed with a certain steer angle and experienced a low speed runway excursion.


Detailed inspections shown, in both cases, that the four fasteners attaching the shock absorber to the barrel were sheared. This led to an in flight NLG over extension and the servicing valve to interfere with the steering cable.

The reason for the bolts failure is still under investigation.

The purpose of this Airworthiness Directive (AD) is to render mandatory a repetitive inspection of the nose landing gear shock absorber/main barrel attachment.

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

The following measures are rendered mandatory from the effective date (ED) of this AD.

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3.1. For aircraft whose NLG has already been overhauled, within 30 days following the ED of this AD,

For aircraft equipped with a new NLG that has never been overhauled since new and shock absorber attachment bolts never removed, prior to the accumulation by the nose landing gear of 1,000 landing cycles or within 30 days following the ED of this AD, whichever occurs later:

perform an inspection of the shock absorber/barrel attachment fasteners and carry out the corrective measures (if any) in accordance with the instructions of AOT (All Operator Telex) A300-32A0447 or A310-32A2132 or A300-32A6093 as applicable.

3.2. Depending on the results of the here above inspection and the corrective measures undertaken, conduct the repetitive inspections at intervals and in accordance with the instructions defined in the AOT A300-32A0447 or A310-32A2132 or A300-32A6093 as applicable.

3.3. Whatever they may be, report to AIRBUS the inspection results required under paragraph 7 of the AOT A300-32A0447 or A310-32A2132 or A300-32A6093.

4. REFERENCE DOCUMENTS:

All Operator Telex AIRBUS:

A300-32A0447 dated April 22, 2004

A310-32A2132 dated April 22, 2004

A300-32A6093 dated April 22, 2004

Any later date approved revision of these AOTs is acceptable

5. EFFECTIVE DATE:

Upon reception from May 26, 2004.

6. REMARK:

For any question concerning the technical content of the requirements of this AD, please contact:

AIRBUS SAS - Hubert Engel - Fax : 33 5 61 93 45 80.

7. APPROVAL:

This AD is approved under EASA reference No 2004-5338 dated May 17, 2004.