


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No. 2006-0075 R2</p> <p>Date: 04 January 2007</p>
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.	
Type Approval Holder's Name:	Type/Model designations:
AIRBUS SAS	A300, A300-600 and A300-600ST aircraft
TCDS Number: France No 145 and EASA A.014	
Foreign AD: Not applicable	
Revision/Supersedure: This AD revises and supersedes EASA AD 2006-0075 R1	
ATA 32	Main Landing Gear Retraction Actuator Sliding Rod – Inspection
Manufacturer(s):	AIRBUS SAS, AIRBUS INDUSTRIE.
Applicability:	AIRBUS A300, A300-600 and A300-600ST aircraft, all certified models and all serial numbers, on which the main landing gear retraction actuators are equipped with sliding rods with P/N C69029-2 or C69029-3.
Reason:	<p>One operator has reported failure of the LH Main Landing Gear (MLG) retraction actuator sliding rod. This incident occurred at a number of operating cycles lower than the limit value imposed by the manufacturer.</p> <p>To ensure preservation of MLG structural integrity in the field, this Airworthiness Directive (AD) mandates inspection of retraction actuator sliding rod.</p> <p>The revision 1 of this AD aimed at correcting the designation of the equipment which must be inspected (sliding rods with P/N C69029-2 or C69029-3).</p> <p>Revision 2 of this AD corrects paragraph 3 of the Compliance Section, to specify that the 32,000 cycles life limit applies to the sliding rod and not to the retraction actuator.</p>
Effective Date:	12 April 2006
Compliance:	From the effective date of this Airworthiness Directive (AD) at its original issue:

	<p>At accumulation of 27,000 Cycles Since New (CSN) by MLG retraction actuator sliding rod P/N C69029-2 or C69029-3, within 1,000 landings or 1 year whichever occurs first, perform the following mandatory actions.</p> <p>For MLG retraction actuator sliding rods P/N C69029-2 or C69029-3 which have already exceeded 27,000 CSN, within 1,000 landings or 1 year whichever occurs first, perform the following mandatory actions:</p> <ol style="list-style-type: none"> 1. Remove the retraction actuator in question from the aircraft, 2. Perform the required inspection of the sliding rod in accordance with the instructions of AIRBUS Service Bulletin (SB) A300-32-0450 original issue or Revision 01, A300-32-6097 or A300-32-9013, 3. Any retraction actuator sliding rod removed, then inspected without handling and installed again on the aircraft must not exceed the potential operating limit fixed at 32,000 cycles by the manufacturer. <p>In any case, the retraction actuator sliding rods must be removed from the aircraft and returned to the manufacturer MESSIER DOZZY when their limit threshold of 32,000 cycles is reached.</p>
Ref. Publications:	<p>AIRBUS Service Bulletin A300-32-0450 original issue or Revision 01 AIRBUS Service Bulletin A300-32-6097 original issue or Revision 01 AIRBUS Service Bulletin A300-32-9013 original issue or Revision 01 or later approved revisions.</p>
Remarks :	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Methods of Compliance (AMOCs) for this AD. 2. The original issue of this AD was posted on 15 February 2006 as PAD 06-033 for consultation until 14 March 2006. No comments were received during the consultation period. 3. Enquiries regarding this Airworthiness Directive should be referred to the AD Focal Point Certification Directorate, EASA. E-mail ADs@easa.europa.eu 4. For any question concerning the technical content of the requirements in this AD, please contact AIRBUS SAS - EAW (Airworthiness Office, +33 5 61 93 36 96; Fax: +33 5 61 93 44 51).

Superseded