


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>
	<p><b>AD No : 2007-0037</b></p> <p><b>Date: 15 February 2007</b></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.	
<p><b>Type Approval Holder's Name :</b></p> <p>AIRBUS SAS</p>	<p><b>Type/Model designation(s) :</b></p> <p>A300-600 and A300-600ST BELUGA aircraft</p>
TCDS Number: France No.145 and EASA A.014	
Foreign AD: Not applicable	
Supersedure: This AD supersedes DGAC France ADs 1999-428-295 and 2000-315-043	
<b>ATA 32</b>	<b>Landing Gear – Tachometer Mechanical Connection and Proximity Sensor Electrical Loom – Modification</b>
Manufacturer(s):	AIRBUS (formerly AIRBUS INDUSTRIE)
Applicability:	<p>1. AIRBUS A300-600 aircraft, all certified models, all serial numbers, except aircraft on which:</p> <ul style="list-style-type: none"> <li>- AIRBUS modifications 11661 and 11676 have been embodied in production, or AIRBUS Service Bulletin (SB) A300-32-6069 has been incorporated in service; and</li> <li>- AIRBUS modification 12095 has been embodied in production, or SB A300-32-6077 has been incorporated in service;</li> </ul> <p>2. AIRBUS A300F4-608ST aircraft, all serial numbers, except aircraft on which:</p> <ul style="list-style-type: none"> <li>- AIRBUS modification 19895 has been embodied in production, or AIRBUS Service Bulletin (SB) A300-32-6069 has been incorporated in service; and</li> <li>- AIRBUS modification 19456 has been embodied in production, or SB A300-32-6077 has been incorporated in service.</li> </ul>
Reason:	<p>At landing, an A300-600 aircraft overran the runway. The investigations revealed that the reasons were the degradation of the braking system performance combined with the non-extension of spoilers 1 to 4.</p> <p>A detailed analysis showed incorrect speed signals supplied by the wheel tachometers due to the poor condition of the electrical connectors (water and dirt ingress and connector corrosion), and to the improper operation of the tachometer mechanical drive shaft on some wheels (broken pins).</p>

	<p>This Airworthiness Directive (AD), which retains mandatory requirements of DGAC France AD 1999-428-295 for A300-600 and AD 2000-315-043 for A300-600ST, takes into account all the approved revisions of each SB, is issued in order to make reference to new SBs A300-32-6098 (AIRBUS modification No. 13213) and A300-32-9015 (AIRBUS modification No. 19602), whose embodiment on aircraft already modified in accordance with SB A300-32-6069 is recommended by the manufacturer.</p>
Effective Date:	01 March 2007
Compliance:	<p><b>Note 1:</b> For aircraft that previously complied with DGAC France AD 1999-428-295 or 2000-315-043, as applicable to type, no further mandatory actions are required by this AD.</p> <p>Before March 31, 2001 (original compliance time of DGAC France ADs 1999-428-295 and 2000-315-043), unless already accomplished:</p> <ol style="list-style-type: none"> <li>1. Apply the modifications to the electrical looms (installation of heat shrinkable sleeves and drilling of draining holes) in accordance with the instructions of AIRBUS INDUSTRIE Service Bulletin A300-32-6069</li> </ol> <p><b>Note 2:</b> A300-600ST aircraft, on which Airbus SB A300-32-9015 is incorporated after embodiment of Airbus SB A300-32-6069, remain compliant to the mandatory actions of paragraph 1 of this directive.</p> <p><b>Note 3:</b> A300-600 aircraft, on which Airbus SB A300-32-6098 is incorporated after embodiment of Airbus SB A300-32-6069, remain compliant to the mandatory actions of paragraph 1 of this directive.</p> <ol style="list-style-type: none"> <li>2. Modify the tachometer drive shaft in accordance with the instructions of AIRBUS INDUSTRIE Service Bulletin A300-32-6077.</li> </ol>
Ref. Publications:	<p>AIRBUS Service Bulletins A300-32-6069 original issue, revision 01, revision 02 or revision 03; A300-32-6077 original issue, revision 01 or revision 02; A300-32-6098 original issue; and A300-32-9015 original issue, as applicable to type; or later approved revisions of these documents.</p>
Remarks :	<ol style="list-style-type: none"> <li>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.</li> <li>2. Required actions and the risk allowance have granted publication and notification of an immediate AD, ruling out the public consultation process.</li> <li>3. Enquiries regarding this AD should be referred to the AD Focal Point - Certification Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a> .</li> <li>4. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS SAS-EAW (Airworthiness Office, Ph. : + 33 5 61 93 36 96, Fax : + 33 5 61 93 44 51).</li> </ol>