


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>	
	<p><b>AD No.: 2009-0165</b></p> <p><b>Date: 31 July 2009</b></p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>	
<p>This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 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 [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>		
<p><b>Type Approval Holder's Name :</b></p> <p>AIRBUS SAS</p>	<p><b>Type/Model designation(s) :</b></p> <p>A300, A310 and A300-600 aeroplanes</p>	
<p>TCDS Number : France N° 145</p>		
<p>Foreign AD : Not applicable</p>		
<p>Supersedure : None</p>		
<b>ATA 53</b>	<b>Fuselage – Frame (FR) 15A Nose Landing Gear (NLG) Crossbeam – Inspection/Repair</b>	
<p>Manufacturer(s):</p>	<p>Airbus (formerly Airbus Industrie)</p>	
<p>Applicability:</p>	<p>Airbus A300 aeroplanes, all models, all serial numbers, Airbus A310 aeroplanes, all models, all serial numbers, Airbus A300-600 aeroplanes, all models, all serial numbers.</p>	
<p>Reason:</p>	<p>During a maintenance check performed by an A310 operator, the recommended modification of the lower attachment beam of rack 101VU by accomplishment of Airbus Service Bulletin (SB) A310-53-2076 was embodied on the aeroplane, leading the operator to find three cracks on the FR15A crossbeam above the NLG box at the splicing with rack 107VU fitting.</p> <p>This condition, if not detected and corrected, could degrade the structural integrity of the crossbeam on NLG FR15A web attachment fitting of rack 107VU. Rack 107VU contains major airworthiness system components whose functioning could be adversely affected by the loss of the attachment fitting.</p> <p>As the A300 and A300-600 aeroplanes share this design feature, they are also affected.</p> <p>For the reasons stated above, this AD requires repetitive inspections for cracks of the crossbeam on NLG FR15A web face attachment fitting of rack 107VU and corrective action, depending on findings.</p>	
<p>Effective Date:</p>	<p>14 August 2009</p>	

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> <li>(1) Within the compliance time specified in paragraph (1.1) or (1.2) below, whichever occurs later, perform a detailed inspection for cracks of the crossbeam on NLG FR15A web attachment fitting of rack 107VU in accordance with the instructions of Airbus SB A300-53-0388 or SB A310-53-2131 or SB A300-53-6164, as applicable to aeroplane model: <ol style="list-style-type: none"> <li>(1.1) Before the accumulation of 6 600 Flight Cycles (FC) since first flight, or</li> <li>(1.2) Within 2 300 FC or 30 months after the effective date of this AD, whichever occurs first.</li> </ol> </li> <li>(2) Thereafter, at intervals not exceeding 2 300 FC, repeat the detailed inspection for cracks of the crossbeam on NLG FR15A web attachment fitting of rack 107VU in accordance with the instructions of Airbus SB A300-53-0388 or SB A310-53-2131 or SB A300-53-6164, as applicable to aeroplane model.</li> <li>(3) If, during any inspection as required by paragraph (1) and (2) of this AD, any crack is detected, before next flight, contact Airbus for approved repair instructions and accomplish those corrective actions accordingly.</li> <li>(4) Concurrent with modification of an aeroplane in accordance with Airbus approved repair instructions, as defined in paragraph (3) of this AD, incorporate the specific maintenance requirements, if any, associated with the approved repair solution into the approved aircraft maintenance schedule and thereafter accomplish those maintenance task(s) accordingly.</li> </ol>
<p>Ref. Publications:</p>	<p>Airbus SB A300-53-0388 original issue, Airbus SB A310-53-2131 original issue, and Airbus SB A300-53-6164 original issue.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with requirements of this AD.</p>
<p>Remarks :</p>	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. This AD was posted on 29 May 2009 as PAD 09-077 for consultation until 26 June 2009. The Comment Response Document can be found at <a href="http://ad.easa.europa.eu">http://ad.easa.europa.eu</a>.</li> <li>3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management &amp; Research Section, 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, Telephone: + 33 5 61 93 36 96, Fax: + 33 5 61 93 44 51).</li> </ol>