

EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2008-0052 [2nd Correction: 12 March 2008] Date: 05 March 2008
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 Register.	
Type Approval Holder's Name:	Type/Model designations:
AIRBUS SAS	A300, A310, A300-600 and A300-600R aircraft
TCDS Number: France No 145 and EASA A.014	
Foreign AD: Not applicable.	
Supersedure: DGAC France AD F-2004-075, EASA approval number 2004-5338; and AD F-2004-076.	
ATA 32	Landing Gear – Nose Landing Gear Shock Absorber/Barrel Attachment Bolts – Inspection / Re-Torque / Replacement
Manufacturer:	AIRBUS (formerly AIRBUS INDUSTRIE).
Applicability:	<p>AIRBUS A300, A310 and A300-600 aircraft, all certified models, all serial numbers, except those aircraft on which AIRBUS modification No. 13212 has been embodied in production or AIRBUS Service Bulletin (SB) A300-32-0453 or A300-32-2135 or A300-32-6099 has been embodied in service; and</p> <p>AIRBUS A300F4-608ST aircraft, all serial numbers, except those aircraft on which SB A300-32-9016 has been embodied in service (AIRBUS modification No. 13214).</p>
Reason:	<p>In two cases of complete nose landing gear (NLG) shock absorber bolts failure were 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 experienced a low speed runway excursion. The root cause of the bolts failure has been identified being due to a bolt(s) over-torque. The investigation has highlighted that the design of the NLG shock absorber was not tolerant to the over-torque, and an inspection plan has been developed to track any NLG shock absorber-to-main barrel attachment bolts status. The preliminary inspection plan, required by DGAC France Airworthiness Directive (AD) F-2004-075 and F-2004-076, has allowed limiting the number of findings: high at the initial inspection, it has decreased following the repetitive inspections.</p> <p>This new AD retains the requirements of those ADs, which are superseded, and requires, from its effective date, a repetitive torque check of the NLG shock absorber-to-main barrel attachment bolts, with new thresholds and intervals. This new AD also mentions an optional modification, as terminated action.</p> <p>This AD has been republished to correct the quoted effective date of DGAC France AD F-2004-075 and F-2004-076 in Compliance § (1).</p>

Effective Date:	19 March 2008
Compliance:	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within 30 days or 1 000 Flight Cycles (FC), whichever occurs later after 26 May 2004 [the effective date of AD F-2004-075 and F-2004-076] depending on previous NLG overhaul or previous attachments bolts replacement, and thereafter at intervals not to exceed 400 Flight Hours, inspect the NLG shock absorber-to-main barrel attachment bolts and take corrective actions, as necessary, in accordance with the instructions of Airbus All Operator Telex (AOT) A300-32A0447 or A310-32A2132 or A300-32A6093 or A300-32A9009.</p> <p>(2) After the effective date of this directive, at the later of the thresholds specified below:</p> <ul style="list-style-type: none"> - Within 3 200 FC or 30 months since NLG first flight, whichever occurs first; or - Within 3 200 FC or 30 months accumulated by the NLG since installation of new bolts, whichever occurs first, <p>and thereafter at intervals not to exceed 3 200 FC or 30 months time-in-service accumulated by the NLG, whichever occurs first, do a check of the torque load of the nuts of the NLG shock absorber to main barrel attachment bolts and depending of the torque load value:</p> <ul style="list-style-type: none"> - retighten the bolt(s) or replace the bolt(s); - replace all bolts, <p>in accordance with the instructions of SB A300-32-0447 revision 1 or A310-32-2132 revision 1 or A300-32-6093 revision 1 or A300-32-9009 revision 1, as applicable.</p> <p>(3) If, on the effective date of this AD, the NLG has already exceeded the threshold given above, perform the initial actions as required by paragraph (2) at the later of the thresholds specified below, to be counted from effective date of this AD:</p> <ul style="list-style-type: none"> - 3 200 FC or 30 months accumulated by the NLG, whichever occurs first; or - 3 200 FC or 30 months since installation of new bolts, whichever occurs first; <p>Note 1: After accomplishment of the initial inspection in accordance with paragraph (2) or paragraph (3) of this AD, as applicable, the repetitive inspections of paragraph (1) are no longer required.</p> <p>Note 2: For aircraft on which AIRBUS Service Bulletin (SB) A300-32-0453 or A310-32-2135 or A300-32-6099 or A300-32-9016 has been installed, the requirements of this AD are no longer applicable.</p> <p>(4) Within 30 days after each inspection that results in re-torque or replacement of bolt(s), send a report to AIRBUS, using Appendix 01 of SB A300-32-0447 revision 1 or A310-32-2132 revision 1 or A300-32-6093 revision 1 or A300-32-9009 revision 1, as applicable.</p>
Ref. Publications:	<p>AIRBUS AOT A300-32A0447 original issue; A310-32A2132 original issue; A300-32A6093 original issue; A300-32A9009 original issue;</p> <p>AIRBUS Inspection Service Bulletin A300-32-0447 revision 1; A310-32-2132 revision 1; A300-32-6093 revision 1; A300-32-9009 revision 1; or later approved revisions of these documents.</p>
Remarks :	<p>1. If requested and appropriately substantiated, EASA can accept Alternative Methods of Compliance for this AD.</p> <p>2. This AD was posted on 08 October 2007 as PAD 07-171 for consultation until 05</p>

	<p>November 2007. The Comment Response Document can be found at http://ad.easa.europa.eu/ .</p> <p>3. Enquiries regarding this AD should be referred to the AD Focal Point - Certification Directorate, EASA. E-mail: ADs@easa.europa.eu</p> <p>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.</p>
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