


EASA	PROPOSED AIRWORTHINESS DIRECTIVE	
	<p>PAD No.: 07-171</p> <p>Date: 08 October 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, A310, A300-600 and A300-600ST 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 A310-32-2135 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. 19604).</p>	
Reason:	<p>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 landed with a certain steer angle and experienced a low speed runway excursion. After detailed inspection, the four bolts of the NLG shock absorber to barrel attachment were found stripped. This led to an in-flight NLG overextension, causing the servicing valve to interfere with the steering cable. DGAC France issued Airworthiness Directive (AD) F-2004-075 and F-2004-076 to require a repetitive inspection of the NLG shock absorber-to-main barrel attachment bolts.</p> <p>This new AD retains the requirements of those ADs, which are superseded, requires a repetitive torque check of the NLG shock absorber-to-main barrel attachment bolts and, in case bolt(s) are found non-compliant with the drawing torque requirement, this AD also requires either re-tightening the bolt(s) or replacing the bolt(s).</p>	

Effective Date:	[TBD: 14 days after final AD issue date]
Compliance:	<p>(1) Within 30 days or 1 000 Flight Cycles, whichever occurs later after 26 May 2006 [the issue 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); or - 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: 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>(4) Within 7 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 :	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can accept Alternative Methods of Compliance for this AD. 2. The closing date for comments is 05 November 2007. 3. Enquiries regarding this AD 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, Telephone: + 33 5 61 93 36 96, Fax:+ 33 5 61 93 44 51.