

EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2009-0041 Date: 25 February 2009 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.
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].	
Type Approval Holder's Name : AIRBUS	Type/Model designation(s) : SN 601 "CORVETTE" aircraft
TCDS Number : DGAC France No. 147	
Foreign AD : Not applicable	
Supersedure : None	
ATA 32	Landing Gear – Main Landing Gear Shock Absorber – Inspection / Restoration
Manufacturer(s):	Société Nationale Industrielle AEROSPATIALE
Applicability:	SN 601 "Corvette" aircraft, all serial numbers.
Reason:	During the landing roll a Corvette aircraft inclined to the Left Hand (LH) side as a result of the uncoupling of the left main landing gear shock absorber upper and lower cylinders, leading the left wheel tire to rub against the left wing under surface and to deflate, and the left wing tip fuel tank to strike the runway surface. The investigation showed that this uncoupling resulted from the loosening of the shock absorber locking system nut and its associated lock washer. This AD requires the inspection of the locking system of the main landing gear shock absorber and the accomplishment of the associated corrective actions.
Effective Date:	11 March 2009
Required action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: 1. Within 3 months after the effective date of this AD, perform an inspection to verify the proper position of the lock washer and the tightening torque of the nut of the shock absorber locking system on both LH and RH Main Landing Gears, in accordance with the instructions of Corvette Service Bulletin No. 32-19. 2. In case of findings of any improper assembly of the shock absorber locking system, before next flight restore the locking system in accordance with the instructions of Corvette Service Bulletin No. 32-19 and before the

	accumulation of 120 Flight Cycles (FC) but not before the accumulation of 100 FC, repeat the inspection described in paragraph 1. of this AD. 3. After the effective date of this AD, no person shall install on an aircraft any MLG shock absorber on which the locking system (nut + lock washer) is not compliant with the approved configuration as identified by Corvette Service Bulletin No. 32-19.
Ref. Publications:	Corvette Service Bulletin No. 32-19 dated 9 January 2009. The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.
Remarks :	1. If requested and appropriately substantiated, EASA can accept Alternative Methods of Compliance for this AD. 2. This AD was published on 22 January 2009 as PAD 09-023 for consultation until 13 February 2009. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section - 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: Mr. Jean-Luc WEISSE (Chief Engineer) Tel: +33 561180591, E-mail: jean-luc.weisse@airbus.com or Mr. Frédéric CHARPY (Chief Airworthiness Engineer) Tel: +33 561184139, E-mail: frederic.charpy@airbus.com .