

EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	PAD No.: 09-023 Date: 22 January 2009 Note: This Proposed Airworthiness Directive (PAD) 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.
In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below. All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation closing date indicated.	
Type Approval Holder's Name : AIRBUS	Type/Model designation(s) : "CORVETTE" SN 601 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):	AIRBUS (formerly Airbus-France, Aerospatiale-Matra-Airbus, Société Nationale Industrielle AEROSPATIALE)
Applicability:	"Corvette" SN 601 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:	[TBD: 14 days after Final AD issue date]
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, restore the locking system according to 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) has not been verified being compliant with the approved configuration as identified through 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. The closing date for comments is 13 February 2009. 2. Enquiries regarding this Proposed Airworthiness Directive should be referred to the Airworthiness Directives, Safety Management & Research Section - Certification Directorate, EASA. E-mail: ADs@easa.europa.eu . 3. For any questions concerning the technical content of the requirements in this PAD, 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