


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 10-032</p> <p>Date: 09 April 2010</p> <p>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.</p>
<p>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.</p>	
Type Approval Holder's Name :	Type/Model designation(s) :
AIRBUS SAS	A300 aeroplanes
TCDS Number : France No.145	
Foreign AD : Not applicable	
Supersedure : This AD supersedes EASA AD 2006-0075R2 dated 04 January 2007.	
ATA 32	Landing Gear – Main Landing Gear (MLG) Retraction Actuator Sliding Rod – Inspection / Replacement
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	A300B4-103, A300B4-120, A300B4-203, A300B4-2C, A300C4-203 and A300F4-203 aeroplanes, all manufacturer serial numbers, if MLG retraction actuators Part Number (P/N) C23129 are installed, fitted with sliding rod P/N C69029-2 or P/N C69029-3.
Reason:	<p>One operator reported a failure of the MLG retraction actuator sliding rod. This incident occurred at a number of operating flight cycles lower than the limit value imposed by the MLG manufacturer.</p> <p>This condition, if not detected and corrected, results in undamped extension of the MLG, leading to higher than usual loads on the MLG attachment. Higher loads will affect the structural integrity of the MLG and could lead to MLG failure.</p> <p>To address and correct this unsafe condition, EASA issued AD 2006-0075 (now at Revision 2) to require repetitive inspections of the retraction actuator sliding rod as installed on A300, A300-600 and A300-600ST aeroplanes and, depending on findings, repair or replacement of the affected parts.</p> <p>Since this event, studies have been performed by Airbus, the consequences of which are that for A300 aeroplanes, a new inspection program (new threshold and interval) has been established.</p> <p>For the reason described above, this new AD retains the requirements of AD 2006-0075R2, which is superseded, but requires the accomplishment of the repetitive inspections and corrective actions at the new intervals. In addition,</p>

	<p>the Airbus A300 Aircraft Maintenance Manual (AMM) Chapter 12-22-32 (associated to Maintenance Planning Document (MPD) task 321112-0505-1) has been revised to introduce a greasing action at the level of the pick-up jack fitting. Consequently, this AD also requires the repetitive lubrication task.</p> <p>For A300-600 and A300-600ST aeroplanes, the analyses have shown that, due to design differences, the loads induced on the MLG attachments are within acceptable margins. For that reason, this AD does not apply to those aeroplanes and the actions as previously required by EASA AD 2006-0075R2 can now be considered as 'recommended' only.</p>						
Effective Date:	[TBD: 14 days after final AD issue date]						
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless already accomplished:</p> <p>PART A: MLG retraction actuator inspection.</p> <p>(1) At the time indicated in Table 1 of this AD, as applicable, remove the MLG retraction actuator P/N C23129 from the aeroplane and inspect the affected retraction actuator sliding rods P/N C69029-2 or C69029-3 in accordance with instructions of AIRBUS Service Bulletin (SB) A300-32-0450 Revision 2 and Messier-Dowty SB 470-32-806.</p> <p style="text-align: center;">Table 1</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th>Flight Cycles (FC) accumulated by the retraction actuator sliding rod since first installation on an aeroplane</th><th>Compliance Time</th></tr> </thead> <tbody> <tr> <td>Between 12 000 and 22 000 FC</td><td>Within 2 000 FC or 24 months after the effective date of this AD, whichever occurs first, but not exceeding 23 000 FC.</td></tr> <tr> <td>More than 22 000 FC</td><td>Within 1 000 FC or 12 months after the effective date of this AD, whichever occurs first.</td></tr> </tbody> </table> <p>(2) The MLG retraction actuator sliding rods already inspected in accordance with EASA AD 2006-0075R2, without evidencing discrepancy, are compliant with requirements of paragraph (1) of this AD.</p> <p>(3) Thereafter, at intervals not to exceed 12 000 FC, repeat the inspection as defined in paragraph (1) of this AD.</p> <p>(4) When, during any inspection as required by paragraphs (1) and (3) of this AD, defects are detected that exceed the criteria as established in Messier-Dowty SB 470-32-806, before re-installation of the MLG retraction actuator P/N C23129 on an aeroplane, replace the affected sliding rod with a serviceable unit.</p> <p>(5) Each retraction actuator sliding rod must be replaced with a serviceable unit when the limit threshold of 32 000 FC is reached. Units removed from an aeroplane as required by this paragraph should be returned to Messier-Dowty.</p> <p>(6) After the effective date of this AD, do not install any MLG retraction actuator sliding rod P/N C69029-2 or C69029-3 on an aeroplane unless in compliance with the requirements of this AD.</p> <p>PART B: MLG Cleaning and Lubrication.</p>	Flight Cycles (FC) accumulated by the retraction actuator sliding rod since first installation on an aeroplane	Compliance Time	Between 12 000 and 22 000 FC	Within 2 000 FC or 24 months after the effective date of this AD, whichever occurs first, but not exceeding 23 000 FC.	More than 22 000 FC	Within 1 000 FC or 12 months after the effective date of this AD, whichever occurs first.
Flight Cycles (FC) accumulated by the retraction actuator sliding rod since first installation on an aeroplane	Compliance Time						
Between 12 000 and 22 000 FC	Within 2 000 FC or 24 months after the effective date of this AD, whichever occurs first, but not exceeding 23 000 FC.						
More than 22 000 FC	Within 1 000 FC or 12 months after the effective date of this AD, whichever occurs first.						

	(7) Within 1 500 Flight Hours (FH) after the effective date of this AD, and thereafter at interval not to exceed 1 500 FH, perform the MLG cleaning and lubrication tasks in accordance with the instructions of Airbus A300 MPD task 321112-0505-1 (Reference AMM 12-22-32).
Ref. Publications:	AIRBUS Service Bulletin A300-32-0450 Revision 02. Messier-Dowty SB 470-32-806 dated 27 October 2005. Airbus A300 Aircraft Maintenance Manual Chapter 12-22-32. The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.
Remarks :	<ol style="list-style-type: none"> 1. This Proposed AD will be closed for consultation on 30 April 2010. 2. Enquiries regarding this PAD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail ADs@easa.europa.eu. 3. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS – Airworthiness Office – EAS Fax +33 5 61 93 44 51, E-mail: account.airworth-eas@airbus.com.