


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2008-0052R1</p> <p>Date: 30 June 2008</p> <p>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.</p>	
<p>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].</p>		
<p>Type Approval Holder's Name :</p> <p>AIRBUS SAS</p>		<p>Type/Model designation(s) :</p> <p>A300, A310, A300-600 and A300-600ST aircraft</p>
<p>TCDS Numbers : France No 145 and EASA A.014</p>		
<p>Foreign AD : Not applicable</p>		
<p>Revision : This AD revises and replaces EASA AD 2008-0052 dated 05 March 2008, including the Corrections thereof, dated 10 March 2008 and 12 March 2008.</p>		
<p>ATA 32</p> <p>Landing Gear – Nose Landing Gear Shock Absorber/Barrel Attachment Bolts – Inspection / Re-Torque / Replacement</p>		
<p>Manufacturer(s): AIRBUS (formerly AIRBUS INDUSTRIE)</p>		
<p>Applicability: 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 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>		
<p>Reason: 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 a repetitive torque check of the NLG shock absorber-to-main barrel attachment bolts with new thresholds and intervals. This new AD also refers to an optional modification as terminating action.</p>		

	AD 2008-0052 has been revised to take into account the various corrective measures resulting in specific inspection intervals and paragraph (1) of the Compliance section has been amended accordingly. In addition, paragraph (3) has been changed to correct the compliance time allowed for aircraft that have already exceeded the threshold for the initial torque check.
Effective Date:	19 March 2008
Required action(s) and Compliance Time(s):	<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 depending on inspection results and the corrective measures undertaken, inspect the NLG shock absorber-to-main barrel attachment bolts and take corrective actions in accordance with the instructions of and within the associated time period(s) as defined in 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, one of the thresholds of paragraph (2) has already been exceeded, perform the initial actions as required by paragraph (2) within 3 200 FC or 30 months, whichever occurs first after the effective date of this AD.</p> <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.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</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. This AD was first posted on 08 October 2007 as PAD 07-171 for consultation until 05 November 2007. The Comment Response Document can be found at http://ad.easa.europa.eu/ .3. Enquiries regarding this AD should be referred to the AD Focal Point - Certification Directorate, EASA. E-mail: ADs@easa.europa.eu4. 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.
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