



ÚŘAD PRO CIVILNÍ LETECTVÍ
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PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

Číslo: CAA-AD-T-052/2004

Datum vydání 02. června 2004

AIRBUS SAS

A300, A310, A300-600

LETOUN – PŘÍĐOVÝ PODVOZEK - UCHYCENÍ TLUMIČE – KONTROLA

Týká se: letadel AIRBUS A300, A310 a A300-600, všech certifikovaných verzí a všech výrobních čísel.

Datum účinnosti: Ihned po obdržení.

Provést v termínech:

Jak je popsáno v F-2004-075 od data účinnosti tohoto PZZ.

Postup provedení prací:

Dle F-2004-075 (příloha tohoto PZZ).

Poznámky:

- Provedení tohoto PZZ musí být zapsáno do letadlové knihy.
- Případné dotazy týkající se tohoto PZZ adresujte na ÚCL sekce technická – Ing. Toman.
- Pokud to vyžaduje povaha tohoto PZZ, musí být zapracován do příslušné části dokumentace pro obsluhu, údržbu a opravy letadla.
- Tento PZZ byl vypracován na základě F-2004-075, který byl schválen EASA pod číslem 2004-5338.

Ing. Pavel MATOUŠEK
ředitel

DGAC AD No.: F-2004-075

May 26, 2004

**AIRBUS SAS
A300, A310, A300-600**

Type certificate(s) No.: 145
TCDS No.: 145
ATA chapter: 32

This AD is published by the DGAC on behalf of EASA, the Primary Airworthiness Authority for the affected product.

Nose landing gear - Shock absorber/Barrel attachment inspection

1. EFFECTIVITY:

A300, A310 and A300-600 AIRBUS aircraft, all certified models and all serial numbers.

2. REASONS:

Two cases of complete nose landing gear (NLG) shock absorber bolts failure were recently 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.

Detailed inspections shown, in both cases, that the four fasteners attaching the shock absorber to the barrel were sheared. This led to an in flight NLG over extension and the servicing valve to interfere with the steering cable.

The reason for the bolts failure is still under investigation.

The purpose of this Airworthiness Directive (AD) is to render mandatory a repetitive inspection of the nose landing gear shock absorber/main barrel attachment.

3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

The following measures are rendered mandatory from the effective date (ED) of this AD.

3.1. For aircraft whose NLG has already been overhauled, within 30 days following the ED of this AD,

For aircraft equipped with a new NLG that has never been overhauled since new and shock absorber attachment bolts never removed, prior to the accumulation by the nose landing gear of 1,000 landing cycles or within 30 days following the ED of this AD, whichever occurs later:

perform an inspection of the shock absorber/barrel attachment fasteners and carry out the corrective measures (if any) in accordance with the instructions of AOT (All Operator Telex) A300-32A0447 or A310-32A2132 or A300-32A6093 as applicable.

3.2. Depending on the results of the here above inspection and the corrective measures undertaken, conduct the repetitive inspections at intervals and in accordance with the instructions defined in the AOT A300-32A0447 or A310-32A2132 or A300-32A6093 as applicable.

3.3. Whatever they may be, report to AIRBUS the inspection results required under paragraph 7 of the AOT A300-32A0447 or A310-32A2132 or A300-32A6093.

4. REFERENCE DOCUMENTS:

All Operator Telex AIRBUS:
A300-32A0447 dated April 22, 2004
A310-32A2132 dated April 22, 2004
A300-32A6093 dated April 22, 2004

Any later date approved revision of these AOTs is acceptable.

5. EFFECTIVE DATE:

Upon reception from May 26, 2004.

6. REMARK:

For any question concerning the technical content of the requirements of this AD, please contact:

AIRBUS SAS - Hubert Angelier - Fax : 33 5 61 93 45 80.

7. APPROVAL:

This AD is approved under EASA reference No 2004-5338 dated May 17, 2004.