Airworthiness Directive

AD No.: **2018-0170**

Issued: **06 August 2018**

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, 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 Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 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 [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EC) 216/2008, Article 14(4) exemption].

Design Approval Holder's Name:
AIRBUS

Type/Model designation(s):
A300, A300-600 and A300-600ST aeroplanes

Effective Date: 20 August 2018

TCDS Number(s): EASA.A.172 and EASA.A.014

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2016-0058 dated 21 March 2016

ATA 32 – Landing Gear – Main Landing Gear Hinge Arm / Barrel Pin – Inspection

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Manufacturer(s):
Airbus, formerly Airbus Industrie

Applicability:
Airbus A300, A300-600, and A300-600ST aeroplanes, all certified models, all manufacturer serial numbers.

Definitions:
For the purpose of this AD, the following definitions apply:

The AOT: Airbus Alert Operators Transmission (AOT) A32W008-16 Revision 01.

Affected part: Main landing gear (MLG) hinge arms / barrel pin, Part Number (P/N) C66441-(X) and P/N C65543-(X), the X representing a variable number.

Reason:
Two cases were reported of finding a cracked MLG hinge arm/barrel pin, one was discovered in service during a maintenance task and the other one was identified during MLG overhaul.

This condition, if not detected and corrected, could lead to MLG collapse, possibly resulting in damage to the aeroplane and injury to occupants.

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To address this potential unsafe condition, Airbus issued AOT A32W008-16 (original issue) to provide instructions for detailed visual inspections (DET) to detect cracks and EASA issued AD 2016-0058 accordingly, requiring repetitive DET of the affected parts and, depending on findings, replacement of the affected MLG leg.

Since that AD was issued, further investigation results highlighted that, the overhaul of the MLG cannot alleviate the inspection need of the hinge arm / barrel pin.

For the reasons described above, this AD retains the requirement of EASA AD 2016-0058, which is superseded, removing the credit of MLG overhaul for the first inspection of the pin.

Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

Inspection(s):

(1) Within the compliance time defined in Table 1 of this AD, and, thereafter, at intervals not to exceed 100 flight cycles (FC), accomplish a DET of the internal diameter of each affected MLG hinge arm/barrel pin in accordance with the instructions of the AOT.

Table 1 – Initial MLG Hinge Arm / Barrel Pin Inspection

Compliance Time (whichever occurs later, **A** or **B**)	
A	Within 30 months since the pin first flight on an aeroplane
B	Within 30 days after the effective date of this AD, without exceeding threshold and interval defined in AOT A32W008-16 original issue.

Corrective Action(s):

(2) If, during any inspection as required by paragraph (1) of this AD, any crack is found, before next flight, replace the MLG leg in accordance with the instructions of the AOT.

Reporting:

(3) Within 15 days after each inspection, as required by paragraph (1) of this AD, report the inspection results to Airbus. This can be accomplished in accordance with the instructions of the AOT.

Credit:

(4) Inspection(s) and corrective action(s) accomplished on an aeroplane, accomplished before the effective date of this AD in accordance with the instructions of Airbus AOT A32W008-16 original issue is acceptable to comply with the initial requirements of paragraphs (1) of this AD for that aeroplane.

Terminating Action:

(5) None.

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Ref. Publications:

Airbus AOT 32W008-16 original issue dated 25 February 2016, and Revision 01, dated 30 July 2018.

The use of later approved revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.

2. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication.

3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.

4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the EU aviation safety reporting system.

5. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – EIAW (Airworthiness Office),
E-mail: continued.airworthiness-wb.external@airbus.com.

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