[4910-13-P]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2015-2461; Directorate Identifier 2013-NM-202-AD; Amendment 39-18310; AD 2015-22-05]

RIN 2120-AA64

Airworthiness Directives; Airbus Airplanes

AGENCY: Federal Aviation Administration (FAA), Department of Transportation (DOT).

ACTION: Final rule.

SUMMARY: We are superseding Airworthiness Directive (AD) 2009-18-15, for all Airbus Model A300, A310, and A300 B4-600, B4-600R, and F4-600R series airplanes, and Model A300 C4-605R Variant F airplanes (collectively called Model A300-600 series airplanes). AD 2009-18-15 required revising the Airworthiness Limitations section (ALS) of the Instructions for Continued Airworthiness (ICA) to require additional life limits and/or replacements for certain main landing gear and nose landing gear components. This new AD requires revising the maintenance or inspection program to incorporate new maintenance requirements and airworthiness limitations. This AD was prompted by a determination that existing maintenance requirements and airworthiness limitations are inadequate to ensure the structural integrity of the airplane. We are issuing this AD to prevent failure of certain system components, which could result in reduced structural integrity of the airplane.

DATES: This AD becomes effective [INSERT DATE 35 DAYS AFTER DATE OF PUBLICATION IN THE FEDERAL REGISTER].

The Director of the Federal Register approved the incorporation by reference of certain publications listed in this AD as of [INSERT DATE 35 DAYS AFTER DATE OF PUBLICATION IN THE FEDERAL REGISTER].

The Director of the Federal Register approved the incorporation by reference of certain other publications listed in this AD as of October 27, 2009 (74 FR 48143, September 22, 2009).

ADDRESSES: You may examine the AD docket on the Internet at http://www.regulations.gov/#!docketDetail;D= FAA-2015-2461; or in person at the Docket Management Facility, U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC.

For service information identified in this AD, contact Airbus SAS, Airworthiness Office – EAW, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France; telephone +33 5 61 93 36 96; fax +33 5 61 93 44 51; email account.airworth-eas@airbus.com; Internet http://www.airbus.com. You may view this referenced service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, WA. For information on the availability of this material at the FAA, call 425-227-1221. It is also available on the Internet at http://www.regulations.gov by searching for and locating Docket No. FAA-2015-2461.

FOR FURTHER INFORMATION CONTACT: Dan Rodina, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, WA 98057-3356; telephone 425-227-2125; fax 425-227-1149.

SUPPLEMENTARY INFORMATION:

Discussion

We issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to supersede AD 2009-18-15, Amendment 39-16011 (74 FR 48143, September 22, 2009). AD 2009-18-15 applied to all Airbus Model A300, A310, and A300 B4-600, B4-600R, and F4-600R series airplanes; and Model A300 C4-605R Variant F airplanes (collectively called Model A300-600 series airplanes). The NPRM published in the Federal Register on July 14, 2015 (80 FR 40942).

The European Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Union, has issued EASA Airworthiness Directive 2013-0248, dated October 14, 2013 (referred to after this as the Mandatory Continuing Airworthiness Information, or "the MCAI"), to correct an unsafe condition for all Model A300, A310, and A300-600 series airplanes. The MCAI states:

> The airworthiness limitations for Airbus aeroplanes are currently published in Airworthiness Limitations Section (ALS) documents.
>
> The mandatory instructions and airworthiness limitations applicable to the Aging Systems Maintenance (ASM) are specified in Airbus A310 or A300-600 ALS Part 4 documents, which are approved by the European Aviation Safety Agency (EASA). EASA AD 2007-0092 [http://ad.easa.europa.eu/blob/easa_ad_2007_0092.pdf/AD_2007-0092] [which corresponds to FAA AD 2009-06-06, Amendment 39-15842 (74 FR 12228, March 24, 2009)] was issued to require compliance to the requirements as specified in these documents.
>
> The revision 02 of Airbus A310 and Airbus A300-600 ALS Part 4 documents introduces more restrictive maintenance requirements and/or airworthiness limitations. Failure to comply with the instructions of ALS Part 4 could result in

> an unsafe condition [reduced structural integrity of the airplane.]
>
> For the reasons described above, this new [EASA] AD retains the requirements of EASA AD 2007-0092, which is superseded, and requires the implementation of the new or more restrictive maintenance requirements and/or airworthiness limitations as specified in Airbus A310 ALS Part 4, Revision 02, or Airbus A300-600 ALS Part 4, Revision 02, as applicable to aeroplane type/model.

You may examine the MCAI in the AD docket on the Internet at http://www.regulations.gov/#!documentDetail;D= FAA-2015-2461-0002.

Comments

We gave the public the opportunity to participate in developing this AD. We received no comments on the NPRM (80 FR 40942, July 14, 2015) or on the determination of the cost to the public.

Conclusion

We reviewed the available data and determined that air safety and the public interest require adopting this AD as proposed, except for minor editorial changes. We have determined that these minor changes:

- Are consistent with the intent that was proposed in the NPRM (80 FR 40942, July 14, 2015) for correcting the unsafe condition; and
- Do not add any additional burden upon the public than was already proposed in the NPRM (80 FR 40942, July 14, 2015).

Related Service Information under 1 CFR part 51

Airbus has issued the following service information. “Sub-part 1-2: Life Limits” and “Sub-part 1-3: Demonstrated fatigue lives” of Part 1, “Safe Life Airworthiness

Limitation Items," in each of these documents describe procedures for revising the maintenance or inspection program to incorporate new maintenance requirements and airworthiness limitations.

● For Model A300 series airplanes: Part 1, "Safe Life Airworthiness Limitation Items," Revision 01, dated September 5, 2013, of the Airbus Model A300 Airworthiness Limitations Section.

● For Model A300 B4-600, B4-600R, and F4-600R series airplanes, and Model A300 C4-605R Variant F airplanes (collectively called Model A300-600 series airplanes): Part 1, "Safe Life Airworthiness Limitation Items," Revision 01, dated September 5, 2013, of the Airbus Model A300-600 Airworthiness Limitations Section.

● For Model A310 series airplanes: Part 1, "Safe Life Airworthiness Limitation Items," Revision 01, dated September 5, 2013, of the Airbus Model A310 Airworthiness Limitations Section.

This service information is reasonably available because the interested parties have access to it through their normal course of business, or by the means identified in the ADDRESSES section of this AD.

Costs of Compliance

We estimate that this AD affects 177 airplanes of U.S. registry.

The retained ALS revision required by AD 2009-18-15, Amendment 39-16011 (74 FR 48143, September 22, 2009), takes about 1 work-hour per product, at an average labor rate of $85 per work-hour. Based on these figures, the estimated cost of the actions that were required by AD 2009-18-15 is $85 per product.

We also estimate that it takes about 1 work-hour per product to comply with the new ALS revision of this AD. The average labor rate is $85 per work-hour. Based on these figures, we estimate the cost of this AD on U.S. operators to be $15,045, or $85 per product.

Authority for This Rulemaking

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. Subtitle I, section 106, describes the authority of the FAA Administrator. "Subtitle VII: Aviation Programs," describes in more detail the scope of the Agency's authority.

We are issuing this rulemaking under the authority described in "Subtitle VII, Part A, Subpart III, Section 44701: General requirements." Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

Regulatory Findings

We determined that this AD will not have federalism implications under Executive Order 13132. This AD will not have a substantial direct effect on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government.

For the reasons discussed above, I certify that this AD:

1. Is not a "significant regulatory action" under Executive Order 12866;

2. Is not a “significant rule” under the DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979);

3. Will not affect intrastate aviation in Alaska; and

4. Will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

Examining the AD Docket

You may examine the AD docket on the Internet at http://www.regulations.gov/#!docketDetail;D=FAA-2015-2461; or in person at the Docket Management Facility between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this AD, the regulatory evaluation, any comments received, and other information. The street address for the Docket Operations office (telephone 800-647-5527) is in the ADDRESSES section.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA amends 14 CFR part 39 as follows:

PART 39 - AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

2. The FAA amends § 39.13 by removing Airworthiness Directive AD 2009-18-15, Amendment 39-16011 (74 FR 48143, September 22, 2009), and adding the following new AD:

2015-22-05 Airbus: Amendment 39-18310. Docket No. FAA-2015-2461; Directorate Identifier 2013-NM-202-AD.

(a) Effective Date

This AD becomes effective [INSERT DATE 35 DAYS AFTER DATE OF PUBLICATION IN THE FEDERAL REGISTER].

(b) Affected ADs

(1) This AD replaces AD 2009-18-15, Amendment 39-16011 (74 FR 48143, September 22, 2009).

(2) Accomplishing certain requirements of paragraph (g) of this AD satisfies the requirements of paragraph A. of AD 84-02-04, Amendment 39-4795 (49 FR 2746, January 23, 1984).

(c) Applicability

This AD applies to Airbus Model A300 B2-1A, B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203 airplanes; Model A300 B4-601, B4-603, B4-620, and B4-622 airplanes; Model A300 B4-605R and B4-622R airplanes; Model A300 F4-605R and F4-622R, and A300 C4-605R Variant F airplanes; and Model A310-203, -204, -221, -222, -304, -322, -324, and -325 airplanes; certificated in any category, all manufacturer serial numbers.

(d) Subject

Air Transport Association (ATA) of America 32, Landing Gear.

(e) Reason

This AD was prompted by a determination that existing maintenance requirements and airworthiness limitations are inadequate to ensure the structural integrity of the airplane. We are issuing this AD to prevent failure of certain system components, which could result in reduced structural integrity of the airplane.

(f) Compliance

Comply with this AD within the compliance times specified, unless already done.

(g) Retained Revision of Airworthiness Limitation Section (ALS)

This paragraph restates the requirements of paragraph (h) of AD 2009-18-15, Amendment 39-16011 (74 FR 48143, September 22, 2009). For Model A300, A310, and A300-600 series airplanes: Within 3 months after October 27, 2009 (the effective date of AD 2009-18-15), revise the ALS of the instructions for continued airworthiness (ICA) to incorporate the applicable document listed in paragraph (g)(1), (g)(2), or (g)(3) of this AD. Accomplishing the actions specified in the applicable document satisfies the requirements of paragraph A. of AD 84-02-04, Amendment 39-4795 (49 FR 2746, January 23, 1984).

(1) For Model A300 series airplanes: Incorporate the applicable document listed in paragraph (g)(1)(i) or (g)(1)(ii) of this AD.

(i) Section 05-10-00, Revision 28, dated February 27, 1998, of Chapter 05, "Service Life Limits and Maintenance Checks," of the Airbus A300 Aircraft Maintenance Manual, except that the parts listed in table 1 to paragraph (g) of this AD

are subject to the life limits defined in the document listed in paragraph (g)(1)(ii) of this AD.

(ii) "Sub-part 1-2: Life Limits," and "Sub-part 1-3: Demonstrated Fatigue Lives" of Part 1, "Safe Life Airworthiness Limitation Items," dated September 6, 2007, of the Airbus A300 ALS.

Table 1 to paragraph (g) of this AD – *Parts Subject to the Life Limits Specified in the Document Identified in Paragraph (g)(1)(ii) of this AD*

Part Number (P/N)	Part Name
P/N C61643-2, P/N C61643-4, P/N C61643-5	Main landing gear (MLG) shock absorber end fitting
P/N A32210001205xx	Nose landing gear (NLG) pintle pin
P/N C62037-1	NLG shock absorber bottom
P/N 196-0328-501	Cross beam (Pratt & Whitney forward engine mount)

(2) For Model A310 series airplanes: Incorporate "Sub-part 1-2: Life Limits," and "Sub-part 1-3: Demonstrated Fatigue Lives" of Part 1, "Safe Life Airworthiness Limitation Items," dated December 21, 2006, of the Airbus A310 ALS.

(3) For Model A300 B4-600, B4-600R, and F4-600R series airplanes, and Model A300 C4-605R Variant F airplanes (collectively called Model A300-600 series airplanes): Incorporate "Sub-part 1-2: Life Limits," and "Sub-part 1-3: Demonstrated Fatigue Lives" of Part 1, "Safe Life Airworthiness Limitation Items," dated December 21, 2006, of the Airbus A300-600 ALS.

(h) Retained Initial Compliance Times and Repetitive Inspections

This paragraph restates the requirements of paragraph (i) of AD 2009-18-15, Amendment 39-16011 (74 FR 48143, September 22, 2009). Do the replacement at the

applicable time specified in paragraph (h)(1) or (h)(2) of this AD, except as provided by paragraph (i) of this AD. The replacement must be done thereafter within the interval specified in the applicable document identified in paragraph (g)(1), (g)(2), or (g)(3) of this AD.

(1) For any life limitation/task that has been complied with before October 27, 2009 (the effective date of AD 2009-18-15, Amendment 39-16011), in accordance with the applicable document listed in paragraph (g)(1), (g)(2), or (g)(3) of this AD, or in accordance with paragraph (g) of AD 2009-18-15, use the last accomplishment of each limitation/task as a starting point for accomplishing each corresponding limitation/task required by this AD.

(2) For any life limitation/task that has not been complied with before October 27, 2009 (the effective date of AD 2009-18-15, Amendment 39-16011), in accordance with the applicable document listed in paragraphs (g)(1), (g)(2), and (g)(3) of this AD, or in accordance with paragraph (g) of AD 2009-18-15, the initial compliance time starts from the date of initial entry into service as defined in the applicable document.

(i) Retained Special Compliance Times

This paragraph restates the requirements of paragraph (j) of AD 2009-18-15, Amendment 39-16011 (74 FR 48143, September 22, 2009). For any airplane on which the history of accumulated landings is partial or unknown, or where the history of application details (airplane type, model, weight variant, etc.) is partial or unknown: Parts listed in figure 1 to paragraph (i) of this AD must be replaced at the associated compliance time. The replacement must be done thereafter at the interval specified in the applicable document(s) specified in paragraphs (g)(1), (g)(2), and (g)(3) of this AD.

Note 1 to paragraph (i) of this AD: Airbus Service Information Letter 32-118, Revision 02, dated October 24, 2007, provides operators with guidance on the means to assign a conservative calculated life to parts whose history of accumulated landings is partial or unknown; and to select the limitations applicable to parts whose history of application details (aircraft type, aircraft model, weight variant, etc.) is partial or unknown.

Figure 1 to paragraph (i) of this AD – *Special Compliance Times*

Designation	Aircraft type applicability				Start date	Compliance Time (whichever occurs first after the "start date")	
	A300	X					
	A310		**X**				
	A300-600			**X**			
	P/N					**Landings**	**Calendar Time**
MAIN LANDING GEAR							
Aft pintle pin	A32140032200xx	X			December 13, 2007	13,500	9 years
	A32140056200xx	X			December 13, 2007	13,500	9 years
	A32140056202xx	X			December 13, 2007	13,500	9 years
	A32140057200xx	X			December 13, 2007	13,500	9 years
	A32140057202xx	X		X	December 13, 2007	13,500	9 years
	A32140062000xx	X			December 13, 2007	13,500	9 years
	A32140063000xx	X		X	December 13, 2007	13,500	9 years
Half ball housing (Fwd pintle bearing)	A32140036200xx	X			December 13, 2007	13,500	9 years
	A32140036202xx	X			December 13, 2007	13,500	9 years
	A32140036204xx	X			December 13, 2007	13,500	9 years
	A32140036206xx	X			December 13, 2007	13,500	9 years
	A32140042200xx	X		X	December 13, 2007	13,500	9 years
	A32140042202xx	X		X	December 13, 2007	13,500	9 years
	A32140068002xx	X			December 13, 2007	13,500	9 years
	A32140068004xx	X			December 13, 2007	13,500	9 years
	A32140069002xx	X		X	December 13, 2007	13,500	9 years
	A32140069004xx	X		X	December 13, 2007	13,500	9 years

Designation	Aircraft type applicability				Start date	Compliance Time (whichever occurs first after the "start date")	
	A300	X					
	A310		**X**				
	A300-600			**X**			
	P/N					**Landings**	**Calendar Time**
Ball (Fwd pintle pin)	A32140012202xx	X			December 13, 2007	13,500	9 years
	A32140043202xx	X		X	December 13, 2007	13,500	9 years
Pin (Multiple link/Frame 50)	A53833451200xx	X			December 13, 2007	13,500	9 years
	A53833451206xx	X			December 13, 2007	13,500	9 years
	A53834451200xx	X			December 13, 2007	13,500	9 years
	A53834451202xx	X		X	April 25, 2007	13,500	9 years
Pin (Drop link/Frame 50)	A53811122200xx		X		April 25, 2007	18,000	9 years
MLG Barrel Assembly							
Upper torque link pin nut	00-200-402	X			December 13, 2007	N/A	30 months
	SL40089	X			December 13, 2007	N/A	30 months
	SL40089P	X			December 13, 2007	N/A	30 months
	SL40123	X			December 13, 2007	N/A	30 months
	SL40123P	X	X	X	April 25, 2007	N/A	30 months
Torque link medium pin nut	00-200-358	X			December 13, 2007	N/A	30 months
	SL40114P	X	X		April 25, 2007	N/A	30 months
	SL40132	X			December 13, 2007	N/A	30 months
	SL40132P	X		X	April 25, 2007	N/A	30 months
Attaching fitting pin	C62311-1	X			December 13, 2007	13,500	9 years
	C62311-20	X		X	April 25, 2007	13,500	9 years

Designation	Aircraft type applicability				Start date	Compliance Time (whichever occurs first after the "start date")	
	A300	X					
	A310		**X**				
	A300-600			**X**			
	P/N					**Landings**	**Calendar Time**
Pin (Connecting rod/Upper rod)	C65815	X			December 13, 2007	13,500	9 years
	C65815-1	X			December 13, 2007	13,500	9 years
	C65815-20	X			December 13, 2007	13,500	9 years
	C66472	X			December 13, 2007	13,500	9 years
	C66472-1	X			December 13, 2007	13,500	9 years
	C66472-20	X		X	April 25, 2007	13,500	9 years
	D52751		X		April 25, 2007	18,000	9 years
MLG Shock Absorber Assembly							
Lower torque link pin nut	00-200-402	X			December 13, 2007	N/A	30 months
	SL40089	X			December 13, 2007	N/A	30 months
	SL40089P	X			December 13, 2007	N/A	30 months
	SL40123	X			December 13, 2007	N/A	30 months
	SL40123P	X	X	X	April 25, 2007	N/A	30 months
Bogie beam pivot pin nut	SL40054	X			December 13, 2007	at next removal / installation (1) (2)	
	SL40054P	X		X	April 25, 2007	at next removal / installation (1) (2)	
	SL40413P		X		April 25, 2007	at next removal / installation (1) (2)	
MLG Lock Link Assembly							
Lock link medium pin	C61485-1	X			December 13, 2007	N/A	30 months
	C61485-20	X		X	April 25, 2007	N/A	30 months

Designation	Aircraft type applicability				Start date	Compliance Time (whichever occurs first after the "start date")	
	A300	X					
	A310		**X**				
	A300-600			**X**			
	P/N					**Landings**	**Calendar Time**
NOSE LANDING GEAR							
Pintle pin	A32210079200xx	X	X	X	April 25, 2007	13,500	9 years
NLG Telescopic Strut Assembly							
Nut (Cylinder / Locking cylinder)	C61375	X	X		April 25, 2007	13,500	9 years
	D55955	X	X	X	April 25, 2007	13,500	9 years
Locking sleeve	C61389	X	X		December 13, 2007	13,200	9 years
	C61389-1	X	X	X	April 25, 2007	13,500	9 years
NLG Barrel Assembly							
Pin (Clevis / Telescopic strut)	C62231-1	X			December 13, 2007	13,200	9 years
	C62231-2	X			December 13, 2007	13,200	9 years
	C62231-20	X	X	X	April 25, 2007	13,500	9 years
	D56530	X	X	X	April 25, 2007	13,500	9 years
Lower pin (Link / Clevis)	C62268-1	X			December 13, 2007	13,200	9 years
	C62268-2	X			December 13, 2007	13,200	9 years
	C62268-20	X	X	X	April 25, 2007	13,500	9 years
Link (Clevis / Barrel)	C62230-1	X	X	X	April 25, 2007	13,500	9 years
	D56526	X	X	X	April 25, 2007	13,500	9 years
Upper pin (Link / Barrel)	C62267-1	X			December 13, 2007	13,200	9 years
	C62267-2	X			December 13, 2007	13,200	9 years
	C62267-20	X	X	X	April 25, 2007	13,500	9 years
End fitting pin nut	D68062	X	X	X	December 13, 2007	at next removal / installation (2)	
	MS17825-6	X	X	X	December 13, 2007	at next removal / installation (2)	

Designation	Aircraft type applicability				Start date	Compliance Time (whichever occurs first after the "start date")	
	A300	X					
	A310		**X**				
	A300-600			**X**			
	P/N					**Landings**	**Calendar Time**
End fitting pin	AN6-17	X	X	X	December 13, 2007	at next removal / installation (2)	
	D61183	X	X	X	December 13, 2007	at next removal / installation (2)	
	D68063	X	X	X	December 13, 2007	at next removal / installation (2)	
	NAS1306-22D	X	X	X	December 13, 2007	at next removal / installation (2)	
End fitting	C62032	X	X	X	April 25, 2007	13,500	9 years
	C62032-1	X	X	X	April 25, 2007	13,500	9 years
Rack	C61453	X			December 13, 2007	13,200	9 years
	C61453-1	X	X	X	April 25, 2007	13,500	9 years
	C61453-20	X	X	X	April 25, 2007	13,500	9 years
	C61453-40	X	X	X	April 25, 2007	13,500	9 years
	C61453-41	X	X	X	April 25, 2007	13,500	9 years
Torque link pin (Upper & Lower)	C62223-1	X			December 13, 2007	13,200	9 years
	C62223-20	X	X	X	April 25, 2007	13,500	9 years
Torque link medium pin nut	SL40110P	X	X	X	April 25, 2007	N/A	30 months

Designation	Aircraft type applicability				Start date	Compliance Time (whichever occurs first after the "start date")	
	A300	**X**					
	A310		**X**				
	A300-600			**X**			
	P/N					**Landings**	**Calendar Time**
NLG Shock Absorber Assembly							
Wheel axle nut	C62879	X	X	X	April 25, 2007	4,000	24 months
Upper cam dowel	C62270	X	X	X	December 13, 2007	at next removal / installation	
Upper cam	C62034-1	X	X	X	April 25, 2007	13,500	9 years
Lower cam	C62035	X	X	X	April 25, 2007	13,500	9 years
Restrictor	C62036	X			December 13, 2007	13,200	9 years
	C62036-1	X			December 13, 2007	13,200	9 years
	C62036-2	X			December 13, 2007	13,200	9 years
	C67863	X			December 13, 2007	13,200	9 years
	C67863-1	X	X	X	April 25, 2007	13,500	9 years
	C67863-2	X	X	X	April 25, 2007	13,500	9 years
	C67863-3	X			December 13, 2007	13,500	9 years
	C67863-4	X	X	X	April 25, 2007	13,500	9 years
Lower cam dowel	C62866	X	X	X	December 13, 2007	at next removal / installation [(2)]	
Nut (S/A/Barrel)	C64040	X			December 13, 2007	at next removal / installation [(1) (2)]	
	C64040-1	X	X	X	December 13, 2007	at next removal / installation [(1) (2)]	

[(1)] When the nut is temporarily removed and reinstalled for the purpose of performing maintenance outside a workshop, no replacement is required provided the nut's removal and reinstallation are performed on the same assembly and neither the assembly nor the nut accumulates time in service during the period between the removal and reinstallation.

[(2)] If the removal / installation was done after the start date, but before the effective date of this AD, the compliance time is within 3 months after October 27, 2009 (the effective date of AD 2009-18-15, Amendment 39-16011 (74 FR 48143, September 22, 2009)).

(j) New Requirements of this AD: Maintenance Program Revision

Within 3 months after the effective date of this AD: Revise the maintenance or inspection program, as applicable, to incorporate the applicable limitation, replacement, or inspection specified in paragraph (j)(1), (j)(2), or (j)(3) of this AD, as applicable. Doing any task required by this paragraph terminates the corresponding task required by paragraph (g), (h), and (i) of this AD.

(1) For Model A300 series airplanes: Incorporate "Sub-part 1-2: Life Limits," and "Sub-part 1-3: Demonstrated Fatigue Lives" of Part 1, "Safe Life Airworthiness Limitation Items," Revision 01, dated September 5, 2013, of the Airbus A300 ALS.

(2) For Model A300 B4-600, B4-600R, and F4-600R series airplanes, and Model A300 C4 605R Variant F airplanes (collectively called Model A300-600 series airplanes): Incorporate "Sub-part 1-2: Life Limits," and "Sub-part 1-3: Demonstrated Fatigue Lives" of Part 1, "Safe Life Airworthiness Limitation Items," Revision 01, dated September 5, 2013, of the Airbus A300-600 ALS.

(3) For Model A310 series airplanes: Incorporate "Sub-part 1-2: Life Limits," and "Sub-part 1-3: Demonstrated Fatigue Lives" of Part 1, "Safe Life Airworthiness Limitation Items," dated Revision 01, September 5, 2013, of the Airbus A310 ALS.

(k) New Limitation: No Alternative Actions or Intervals

After accomplishment of the revision required by paragraph (j) of this AD, no alternative actions (e.g., inspections) or intervals may be used unless the actions or intervals are approved as an alternative method of compliance (AMOC) in accordance with the procedures specified in paragraph (l) of this AD.

(l) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the International Branch, send it to ATTN: Dan Rodina, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, WA 98057-3356; telephone 425-227-2125; fax 425-227-1149. Information may be emailed to: 9-ANM-116-AMOC-REQUESTS@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office. The AMOC approval letter must specifically reference this AD.

(2) Contacting the Manufacturer: As of the effective date of this AD, for any requirement in this AD to obtain corrective actions from a manufacturer, the action must be accomplished using a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the European Aviation Safety Agency (EASA); or Airbus's EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(m) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA Airworthiness Directive 2013-0248, dated October 14, 2013, for related information. This

MCAI may be found in the AD docket on the Internet at http://www.regulations.gov by searching for and locating Docket No. FAA-2015-2461-0002.

(2) Service information identified in this AD that is not incorporated by reference in this AD is available at the addresses specified in paragraphs (n)(5) and (n)(6) of this AD.

(n) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless this AD specifies otherwise.

(3) The following service information was approved for IBR on [INSERT DATE 15 DAYS AFTER DATE OF PUBLICATION IN THE FEDERAL REGISTER].

(i) ALS Part 1, "Safe Life Airworthiness Limitation Items," Revision 01, dated September 5, 2013, of the Airbus Model A300 Airworthiness Limitations Section.

(ii) ALS Part 1, "Safe Life Airworthiness Limitation Items," Revision 01, dated September 5, 2013, of the Airbus Model A300-600 Airworthiness Limitations Section.

(iii) ALS Part 1, "Safe Life Airworthiness Limitation Items," Revision 01, dated September 5, 2013, of the Airbus Model A310 Airworthiness Limitations Section.

(4) The following service information was approved for IBR on October 27, 2009 (74 FR 48143, September 22, 2009).

(i) Section 05-10-00 of Chapter 05, "Service Life Limits and Maintenance Checks," of the Airbus A300 Aircraft Maintenance Manual (AMM), Revision 28, dated February 27, 1998.

(A) The AMM title page; the Record of Revisions, Effective Pages, and Table of Content pages; and Section 05-10-00; for Chapter 05 of Airbus A300 AMM are all dated February 27, 1998.

(B) The revision level of Chapter 05 of the Airbus A300 AMM is indicated only in the Record of Revisions section of Chapter 05.

(C) The List of Effective Pages (LOEP) for Chapter 05 of the Airbus A300 AMM contains the discrepancies identified in paragraphs (n)(4)(i)(C)(1) through (n)(4)(i)(C)(4) of this AD.

(1) The Transmittal Letter page, page 4 of the LOEP and Table of Contents sections, page 2 of Subsection 05-00-01, Subsection 05-10-00, and page 1 of Subsection 05-11-11, are not listed in the LOEP for Chapter 05 of the Airbus A300 AMM.

(2) The LOEP for Chapter 05 of the Airbus A300 AMM does not specify a date for the Record of Revisions page.

(3) The LOEP for Chapter 05 of the Airbus A300 AMM identifies three pages for Subsection 05-11-00, Configuration 5; however, only one page exists.

(4) The LOEP for Chapter 05 of the Airbus A300 AMM identifies three pages for Subsection 05-11-00, Configuration 9; however, those pages do not exist.

(ii) Airbus A300 Airworthiness Limitations Section, ALS Part 1, "Safe Life Airworthiness Limitations Items" dated September 6, 2007.

(iii) Airbus A300-600 Airworthiness Limitations Section, ALS Part 1, “Safe Life Airworthiness Limitations Items” dated December 21, 2006.

(iv) Airbus A310 Airworthiness Limitations Section, ALS Part 1, “Safe Life Airworthiness Limitation Items” dated December 21, 2006.

(5) For service information identified in this AD, contact Airbus, Airworthiness Office – EAS, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France; telephone +33 5 61 93 36 96; fax +33 5 61 93 44 51; e-mail account.airworth-eas@airbus.com; Internet http://www.airbus.com.

(6) You may view this service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, WA. For information on the availability of this material at the FAA, call 425-227-1221.

(7) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: http://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued in Renton, Washington, on October 21, 2015.

Jeffrey E. Duven,
Manager,
Transport Airplane Directorate,
Aircraft Certification Service.

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