

EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2015-0120 Date: 26 June 2015 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.
This AD is issued in accordance with EU 748/2012, Part 21.A.3B. In accordance with EC 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 [EC 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].	
Design Approval Holder's Name: AIRBUS	Type/Model designation(s): A330 and A340 aeroplanes
TCDS Numbers: EASA A.004, EASA A.015	
Foreign AD: Not applicable	
Supersedure: This AD supersedes EASA AD 2013-0271 dated 14 November 2013.	
ATA 57	Wings – Main Landing Gear Rib 6 Aft Bearing Lugs – Inspection / Replacement
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	Airbus A330-201, A330-202, A330-203, A330-223, A330-223F, A330-243, A330-243F, A330-301, A330-302, A330-303, A330-321, A330-322, A330-323, A330-341, A330-342 and A330-343 aeroplanes, all manufacturer serial numbers (MSN). Airbus A340-211, A340-212, A340-213, A340-311, A340-312, A340-313, A340-541, A340-542, A340-642 and A340-643 aeroplanes, all MSN.
Reason:	During Main Landing Gear (MLG) lubrication, a crack was visually found in the MLG rib 6 aft bearing forward lug on one A330 in-service aeroplane. The crack had extended through the entire thickness of the forward lug at approximately the 4 o'clock position (when looking forward). It has been determined that a similar type of crack can develop on other aeroplane types that are listed in the Applicability paragraph. This condition, if not detected and corrected, could affect the structural integrity of the MLG attachment. To address this situation, Airbus issued inspection Service Bulletin (SB) A330-57-3096, SB A340-57-4104 and SB A340-57-5009 to provide instructions for repetitive inspections of the gear rib lugs. Prompted by these findings, EASA issued Emergency AD 2006-0364-E to require repetitive detailed visual inspections of the Left Hand (LH) and Right Hand (RH) wing MLG rib 6 aft bearing lugs.

	Later, EASA issued AD 2007-0247-E, which superseded AD 2006-0364-E, to: - expand the Applicability to all A330 and A340 aeroplanes, because the interference fit bushes cannot be considered as a terminating action, owing to unknown root cause; and - add a second parameter quoted in flight hours (FH) to the inspection interval in order to reflect the aeroplane utilisation in service. EASA AD 2007-0247-E was revised to correct a typographical error. Since the first crack finding and issuance of the inspection SBs and related ADs, six further cracks were reported. Consequently, EASA issued AD 2013-0271, which retained the requirements of AD 2007-0247R1-E, which was superseded, and expanded the Applicability of the AD to the newly certified models A330-223F and A330-243F. That AD also reduced the inspection threshold(s) to reflect the updated risk assessment and in-service experience. Since this AD was issued, a new occurrence of crack finding was reported. Further analysis resulted in the need to reduce the threshold of the initial inspection. Prompted by this finding, Airbus issued SB A330-57-3096 Revision 06 to introduce a more restrictive initial inspection threshold and a grace period for aeroplanes which have already passed the new threshold. For the reasons described above, this AD partially retains the requirements of EASA AD 2013-0271, which is superseded, and introduces reduced initial inspection thresholds.						
Effective Date:	10 July 2015						
Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) Initially, within the threshold defined in Table 1 of this AD, and, thereafter, at intervals not to exceed the values specified in Table 2 of this AD, accomplish a detailed visual inspection (DVI) of the LH and RH wing MLG rib 6 aft bearing lugs (forward and aft) to detect any cracks in accordance with the instructions of Airbus SB A330-57-3096 Revision 06 or SB A340-57-4104 Revision 04 or SB A340-57-5009 Revision 03, as applicable to aeroplane type and model. Table 1 – Initial inspection <table border="1" data-bbox="523 1507 1449 1809"> <tr> <th colspan="2">A or B, whichever occurs later</th></tr> <tr> <td>A</td><td>Within 24 months or 2 000 flight cycles (FC), whichever occurs first since aeroplane first flight or since the last MLG support rib replacement, as applicable</td></tr> <tr> <td>B</td><td>Within 30 days after the effective date of this AD</td></tr> </table>	A or B, whichever occurs later		A	Within 24 months or 2 000 flight cycles (FC), whichever occurs first since aeroplane first flight or since the last MLG support rib replacement, as applicable	B	Within 30 days after the effective date of this AD
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A	Within 24 months or 2 000 flight cycles (FC), whichever occurs first since aeroplane first flight or since the last MLG support rib replacement, as applicable						
B	Within 30 days after the effective date of this AD						

Table 2 – Intervals

Aeroplane Models	Interval (whichever occurs first)	
	FC	FH
A330-201, A330-202, A330-203, A330-223, A330-243	300	1 500
A330-223F, A330-243F	300	900
A330-301, A330-302, A330-303, A330-321, A330-322, A330-323, A330-341, A330-342, A330-343	300	900
A340-211, A340-212, A340-213	200	800
A340-311, A340-312, A340-313 (except Weight Variant (WV) 27)	200	800
A340-313 (only WV27)	200	400
A340-541, A340-542, A340-642, A340-643	100	500

- (2) If, during any DVI as required by paragraph (1) of this AD, any crack is detected, before next flight, contact Airbus for replacement instructions and replace the cracked MLG support rib accordingly.
- (3) Inspections, accomplished on an aeroplane before the effective date of this AD in accordance with the instructions of Airbus SB A330-57-3096 at Revision 05 or an earlier revision, or Airbus AOT A57L005-14 at Revision 01 or an earlier revision, or Airbus SB A340-57-4104 Revision 03 or an earlier revision, or Airbus SB A340-57-5009 Revision 02 or an earlier revision, as applicable to aeroplane type, are acceptable to comply with the inspection requirements of paragraph (1) of this AD for that aeroplane.
- After the effective date of this AD, the inspections required by paragraph (1) of this AD must be accomplished in accordance with the instructions of Airbus SB A330-57-3096 Revision 06 (or later approved revisions) or SB A340-57-4104 Revision 04 (or later approved revisions) or SB A340-57-5009 Revision 03 (or later approved revisions), as applicable.
- (4) Replacement of a MLG support rib on an aeroplane does not constitute terminating action for the repetitive inspections as required by this AD for that aeroplane.

Ref. Publications:

Airbus SB A330-57-3096 original issue dated 05 December 2006, or Revision 01 dated 18 April 2007, or Revision 02 dated 13 August 2007, or Revision 03 dated 24 October 2012, or Revision 04 dated 06 February 2013, or Revision 05 dated 17 October 2013, or Revision 06 dated 29 May 2015.

Airbus SB A340-57-4104 original issue dated 05 December 2006, or Revision 01 dated 13 August 2007, or Revision 02 dated 05 September 2007, or Revision 03 dated 24 October 2012, or Revision 04 dated 17 October 2013.

Airbus SB A340-57-5009 original issue dated 05 December 2006, or Revision 01 dated 13 August 2007, or Revision 02 dated 24 October 2012, or Revision 03 dated 17 October 2013.

Airbus AOT A57L005-14 original issue dated 15 July 2014, or Revision 01 dated 28 August 2014.

The use of later approved revisions of these documents 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 Safety Information Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: Airbus – Airworthiness Office – EIAL; E-mail: airworthiness.A330-A340@airbus.com.
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